King County

# 2021-2022
# CIP APPENDIX
# BIENNIAL
# BUDGET

## Executive Proposed

Office of the King County Executive
Office of Performance, Strategy and Budget

September 2020

King County, Washington

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF FINANCE DEPT FND CHRG 1047150

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Not Applicable |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $162,679 | $0 | $0 | $0 | $162,679 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $5,247 | $0 | $0 | $0 | $5,247 |
| **4 Implementation** | $389,288 | $0 | $0 | $0 | $389,288 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $233,128 | $99,531 | $105,592 | $112,023 | $550,274 |
| **Total Budget** | **$790,342** | **$99,531** | **$105,592** | **$112,023** | **$1,107,488** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $99,531 | $105,592 | $112,023 | $317,146 |
| **Total Revenue** | **$99,531** | **$105,592** | **$112,023** | **$317,146** |

### EXPENSE WLCF FINANCE DEPT FND CHRG 1047150

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $32,052 | $0 | $0 | $0 | $0 | $32,052 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $11,032 | $0 | $0 | $0 | $0 | $11,032 |
| **4 Implementation** | $352,323 | $0 | $0 | $0 | $0 | $352,323 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $347,333 | $47,302 | $99,531 | $105,592 | $112,023 | $711,781 |
| **Total Expense** | **$742,740** | **$47,302** | **$99,531** | **$105,592** | **$112,023** | **$1,107,188** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $32,052 | $36,124 | $162,679 | $32,052 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $11,032 | $11,032 | $5,247 | $11,032 |
| 4 Implementation | $0 | $352,322 | $352,323 | $389,288 | $352,323 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $634,780 | $347,333 | $233,128 | $394,635 |
| **Total** | **$0** | **$1,030,186** | **$746,812** | **$790,342** | **$790,042** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $130,627 | $0 | $0 | $130,627 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | ($5,785) | $0 | $0 | ($5,785) |
| 4 Implementation | $36,965 | $0 | $0 | $36,965 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | ($161,507) | $99,531 | $99,531 | ($161,507) |
| **Total** | **$300** | **$99,531** | **$99,531** | **$300** |

## NARRATIVES

WLCF FINANCE DEPT FND CHRG 1047150

### Current Scope

Conservation Futures King County - Finance Fund Charges: This project incurs annual central charges for the fund including General Fund overhead, Prosecuting Attorney's Office charges and other miscellaneous central charges.

### 1. PROJECT SCOPE

Conservation Futures King County - Finance Fund Charges: This project incurs annual central charges for the fund including General Fund overhead, Prosecuting Attorney's Office charges and other miscellaneous central charges.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

To maintain required fund operations

### 4. PROJECT BENEFITS/OUTCOMES

This project budget covers annual central charges for the fund including General Fund overhead, Prosecuting Attorney's Office charges and other miscellaneous central charges that support the goals of the program.

### 5. BUDGET REQUEST BASIS

This project budget covers annual central charges for the fund including General Fund overhead, Prosecuting Attorney's Office charges and other miscellaneous central charges.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

### 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

# Capital Appropriation Proposal



**NARRATIVES** WLCF FINANCE DEPT FND CHRG 1047150

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

Project is for central costs only

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to this project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF CFL PROGRAM SUPPORT 1047152

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Not Applicable |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $806,660 | $0 | $0 | $0 | $806,660 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $91,094 | $0 | $0 | $0 | $91,094 |
| **4 Implementation** | $947,418 | $0 | $0 | $0 | $947,418 |
| **5 Closeout** | $142,684 | $0 | $0 | $0 | $142,684 |
| **6 Acquisition** | $989,834 | $810,662 | $855,897 | $908,021 | $3,564,414 |
| **Total Budget** | **$2,977,690** | **$810,662** | **$855,897** | **$908,021** | **$5,552,270** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $810,662 | $855,897 | $908,021 | $2,574,580 |
| **Total Revenue** | **$810,662** | **$855,897** | **$908,021** | **$2,574,580** |

### EXPENSE WLCF CFL PROGRAM SUPPORT 1047152

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $5,415 | $0 | $0 | $0 | $0 | $5,415 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $60 | $0 | $0 | $0 | $0 | $60 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $2,449,163 | $425,081 | $900,662 | $905,897 | $908,021 | $5,588,824 |
| **Total Expense** | **$2,454,638** | **$425,081** | **$900,662** | **$905,897** | **$908,021** | **$5,594,299** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $5,415 | $3,804 | $806,660 | $5,415 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $91,094 | $0 |
| 4 Implementation | $0 | $3,262 | $60 | $947,418 | $60 |
| 5 Closeout | $0 | $0 | $0 | $142,684 | $0 |
| 6 Acquisition | $0 | $4,845,623 | $2,610,933 | $989,834 | $2,874,244 |
| **Total** | **$0** | **$4,854,300** | **$2,614,797** | **$2,977,690** | **$2,879,719** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $801,245 | $0 | $0 | $801,245 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $91,094 | $0 | $0 | $91,094 |
| 4 Implementation | $947,358 | $0 | $0 | $947,358 |
| 5 Closeout | $142,684 | $0 | $0 | $142,684 |
| 6 Acquisition | ($1,884,410) | $810,662 | $900,662 | ($1,974,410) |
| **Total** | **$97,971** | **$810,662** | **$900,662** | **$7,971** |

## NARRATIVES

WLCF CFL PROGRAM SUPPORT 1047152

### Current Scope

Conservation Futures Program Support: This project provides for ongoing program management support to the Conservation Futures Program. This includes preparation of interlocal agreements with cities, review of reimbursement requests from cities, staffing the Conservation Futures Citizen Committee, review and preparation of legislation and other land acquisition related support.

### 1. PROJECT SCOPE

Conservation Futures Program Support: This project provides for ongoing program management support to the Conservation Futures Program. This includes preparation of interlocal agreements with cities, review of reimbursement requests from cities, staffing the Conservation Futures Citizen Committee, review and preparation of legislation and other land acquisition related support.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Necessary coordination between King County, City of Seattle, Suburban Cities and CFT Citizens Committee.

### 4. PROJECT BENEFITS/OUTCOMES

This project provides for ongoing program management support to the Conservation Futures Program.

### 5. BUDGET REQUEST BASIS

This project provides for ongoing program management support to the Conservation Futures Program. This includes the preservation of open space lands as recommended in the Conservation Futures Citizens Committee, and the preparation of a report sent to Council and Executive by July 1st each year, in accordance with Ordinance 14714. This support funding is recommended by the Conservation Futures Citizens Committee.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

**NARRATIVES** WLCF CFL PROGRAM SUPPORT 1047152

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

No, this project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to this project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC LWR CDR R CNSRVTN ARA 1047194

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Acquisitions along the Cedar River, near State Route 169 and Maple Valley. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/14 - 12/31/20 | $1,362,189 | $0 | $0 | $0 | $1,362,189 |
| **Total Budget** | **$1,362,189** | **$0** | **$0** | **$0** | **$1,362,189** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC LWR CDR R CNSRVTN ARA 1047194

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,302,218 | $59,971 | $0 | $0 | $0 | $1,362,189 |
| **Total Expense** | **$1,302,218** | **$59,971** | **$0** | **$0** | **$0** | **$1,362,189** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $130 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,363,859 | $1,362,290 | $1,362,189 | $1,362,189 |
| **Total** | **$0** | **$1,363,989** | **$1,362,290** | **$1,362,189** | **$1,362,189** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC LWR CDR R CNSRVTN ARA 1047194

### Current Scope

Conservation Futures King County - Lower Cedar River Conservation Area: This is a multiple year, multiple parcel open space and salmon habitat acquisition project in the lower Cedar River corridor east of Renton. Acquisitions preserve and allow restoration of floodplain habitat, expand public land connections, and/or remove inholdings.

### 1. PROJECT SCOPE

Conservation Futures King County - Lower Cedar River Conservation Area: This is a multiple year, multiple parcel open space and salmon habitat acquisition project in the lower Cedar River corridor east of Renton. Acquisitions preserve and allow restoration of floodplain habitat, expand public land connections, and/or remove inholdings.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The Cedar River supports a regionally significant fish populations of sockeye, Chinook and Coho salmon. In spite of habitat alterations due to development, such as channel confining structures and homes along much of its length, the river produces large numbers of salmon annually. Acquisition and restoration provides an excellent potential for increasing the quality and quantity of in-stream and riparian habitats beyond those that are already present, especially when the existing levees/revetments are removed or set back. These properties also provide passive recreational opportunity along the river, and connect to the Cedar River Regional Trail.

### 4. PROJECT BENEFITS/OUTCOMES

The Cedar River supports a regionally significant fish populations of sockeye, Chinook and Coho salmon.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Scope clarifications to prioritize several parcels that were shown in the longer-term scope as primary targets and add three parcels, adding 1 acre to the scope, Changes to parcels 0922069114, 0922069128, 1522069105, 0422069028, 2023069010, and 2323069065, and addition of parcels 2085200975, 2085200980, 2085200985. SCOPE CHANGE ONLY

**NARRATIVES** WLCF KC LWR CDR R CNSRVTN ARA 1047194

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC CFT LCI SUPPORT 1047220

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Not applicable |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $674,286 | $0 | $0 | $0 | $674,286 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $72,726 | $0 | $0 | $0 | $72,726 |
| **4 Implementation** | $143,771 | $0 | $0 | $0 | $143,771 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $281,508 | $267,152 | $282,058 | $299,236 | $1,129,954 |
| **Total Budget** | **$1,172,291** | **$267,152** | **$282,058** | **$299,236** | **$2,020,737** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $267,152 | $282,058 | $299,236 | $848,446 |
| **Total Revenue** | **$267,152** | **$282,058** | **$299,236** | **$848,446** |

### EXPENSE WLCF KC CFT LCI SUPPORT 1047220

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $13,575 | $0 | $0 | $0 | $0 | $13,575 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $67 | $0 | $0 | $0 | $0 | $67 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $975,619 | $140,001 | $307,152 | $282,058 | $299,236 | $2,004,066 |
| **Total Expense** | **$989,262** | **$140,001** | **$307,152** | **$282,058** | **$299,236** | **$2,017,709** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $258,114 | $13,575 | $674,286 | $13,575 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $67 | $67 | $72,726 | $67 |
| 4 Implementation | $0 | ($244,539) | $0 | $143,771 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,774,600 | $1,032,218 | $281,508 | $1,115,620 |
| **Total** | **$0** | **$1,788,242** | **$1,045,860** | **$1,172,291** | **$1,129,262** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $660,711 | $0 | $0 | $660,711 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $72,659 | $0 | $0 | $72,659 |
| 4 Implementation | $143,771 | $0 | $0 | $143,771 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | ($834,112) | $267,152 | $307,152 | ($874,112) |
| **Total** | **$43,029** | **$267,152** | **$307,152** | **$3,029** |

## NARRATIVES

WLCF KC CFT LCI SUPPORT 1047220

### Current Scope

Conservation Futures King County - Conservation Futures Land Conservation Initiative Support: This project provides ongoing support for Land Conservation Initiative work such as coordination of the team, long-term implementation of the LCI, CFT lift discussions, private revenue generation, tracking and performance measures, website and communications coordination.

### 1. PROJECT SCOPE

Conservation Futures King County - Conservation Futures Land Conservation Initiative Support: This project provides ongoing support for Land Conservation Initiative work such as coordination of the team, long-term implementation of the LCI, CFT lift discussions, private revenue generation, tracking and performance measures, website and communications coordination.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Helps the King County Conservation Futures program meet its goal of acquiring rural and open space lands.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

### 5. BUDGET REQUEST BASIS

This project budget request provides ongoing support for the long-term implementation of the Land Conservation Initiative.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

**NARRATIVES** WLCF KC CFT LCI SUPPORT 1047220

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

Programmatic and administrative costs only

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to this project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF BEL-BELLEVUE GRNWY&OS (WLCF BEL BELLEVUE GRNWY&OS) 1047227

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Broad scope covers a variety of locations within Bellevue, adding to the open space system. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/14/13 - 12/31/19 | $6,596,500 | $0 | $0 | $0 | $6,596,500 |
| **Total Budget** | **$6,596,500** | **$0** | **$0** | **$0** | **$6,596,500** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF BEL BELLEVUE GRNWY&OS 1047227

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $3,644,968 | $500,000 | $2,451,532 | $0 | $0 | $6,596,500 |
| **Total Expense** | **$3,644,968** | **$500,000** | **$2,451,532** | **$0** | **$0** | **$6,596,500** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $2,535,037 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $3,644,968 | $3,644,968 | $6,596,500 | $4,144,968 |
| **Total** | **$0** | **$6,180,005** | **$3,644,968** | **$6,596,500** | **$4,144,968** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $2,451,532 | $0 | $2,451,532 | $0 |
| **Total** | **$2,451,532** | **$0** | **$2,451,532** | **$0** |

## NARRATIVES

WLCF BEL BELLEVUE GRNWY&OS 1047227

### Current Scope

Conservation Futures Bellevue - Bellevue Greenways and Open Space: This is a multiple-parcel, multiple-year open space acquisition project, which will acquire additional open space parcels identified in the City of Bellevue's Greenways and Open Space System.

### 1. PROJECT SCOPE

Conservation Futures Bellevue - Bellevue Greenways and Open Space: This is a multiple-parcel, multiple-year open space acquisition project, which will acquire additional open space parcels identified in the City of Bellevue's Greenways and Open Space System.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project is part of a multi-decade project that provides strategic community separators in densely populated urban areas, provides scenic amenities along local arterial roads, contains important songbird and urban wildlife habitat, features community trail access and key connections to regional systems. Bellevue has a variety of sites identified as priorities within the broad scope of the project.

### 4. PROJECT BENEFITS/OUTCOMES

This project provides strategic community separators in densely populated urban areas, provides scenic amenities along local arterial roads, contains important songbird and urban wildlife habitat.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The city requested the addition of a parcel adding 5 acres of wetland near the northeast boundary of Mercer Slough Nature Park. SCOPE CHANGE ONLY.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

**NARRATIVES** WLCF BEL BELLEVUE GRNWY&OS 1047227

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact..

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

Alternative would be to abandon project, however that would be unwarranted, because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

City of Bellevue.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC BASS/BEAVER PLUM CREEK 1112176

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Located south of the Green River along SR 169 near Bass and Beaver Lakes |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 09/15/11 - 12/31/18 | $1,350,877 | $0 | $0 | $0 | $1,350,877 |
| **Total Budget** | **$1,350,877** | **$0** | **$0** | **$0** | **$1,350,877** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC BASS/BEAVER PLUM CREEK 1112176

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $2,507 | $0 | $0 | $0 | $0 | $2,507 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $6 | $0 | $0 | $0 | $0 | $6 |
| **6 Acquisition** | $1,116,576 | $231,788 | $0 | $0 | $0 | $1,348,364 |
| **Total Expense** | **$1,119,089** | **$231,788** | **$0** | **$0** | **$0** | **$1,350,877** |

# Capital Appropriation Proposal



## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $2,507 | $2,507 | $0 | $2,507 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $6 | $6 | $0 | $6 |
| 6 Acquisition | $0 | $1,381,504 | $1,281,815 | $1,350,877 | $1,348,364 |
| **Total** | **$0** | **$1,384,017** | **$1,284,328** | **$1,350,877** | **$1,350,877** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($2,507) | $0 | $0 | ($2,507) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | ($6) | $0 | $0 | ($6) |
| 6 Acquisition | $2,513 | $0 | $0 | $2,513 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC BASS/BEAVER PLUM CREEK 1112176

### Current Scope

Conservation Futures King County – Bass Lake Complex Acquisition: This project conserves forest land at Bass Lake Complex Natural Area, which includes three lakes, a large wetland system, Cristy Creek, and forested uplands.

### 1. PROJECT SCOPE

Conservation Futures King County – Bass Lake Complex Acquisition: This project conserves forest land at Bass Lake Complex Natural Area, which includes three lakes, a large wetland system, Cristy Creek, and forested uplands.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The applicant’s priority is to conserve 20 contiguous acres of forested land in the northwest corner of the natural area, acquiring inholdings in a public land corridor and removing the risk of fragmentation that would come if these parcels are developed. The proposal also requests initial funding for 104 acres of young second-growth forest along Enumclaw-Franklin Road SE on the eastern part of the site. The site also has backcountry trails used by local residents, and these parcels connect the natural area to Washington State Parks land along the Green River Gorge.

### 4. PROJECT BENEFITS/OUTCOMES

This project conserves forest land at Bass Lake Complex Natural Area.

### 5. BUDGET REQUEST BASIS

2021 Budget: Scope clarification, to adopt the primary targets in the 2021 Bass Lake award as primary targets in the scope of this earlier Bass Lake CFT project. SCOPE CHANGE ONLY.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

**NARRATIVES** WLCF KC BASS/BEAVER PLUM CREEK 1112176

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agency involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC PATTERSON CREEK 1113919

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | North of Sammamish, off of 264th Ave NE and south of SR 202/Redmond-Fall City Road NE. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/14/13 - 12/31/20 | $1,867,071 | $0 | $0 | $0 | $1,867,071 |
| **Total Budget** | **$1,867,071** | **$0** | **$0** | **$0** | **$1,867,071** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC PATTERSON CREEK 1113919

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,622,937 | $244,134 | $0 | $0 | $0 | $1,867,071 |
| **Total Expense** | **$1,622,937** | **$244,134** | **$0** | **$0** | **$0** | **$1,867,071** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,874,290 | $1,623,039 | $1,867,071 | $1,867,071 |
| **Total** | **$0** | **$1,874,290** | **$1,623,039** | **$1,867,071** | **$1,867,071** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC PATTERSON CREEK 1113919

### Current Scope

Conservation Futures King County - Patterson Creek: This project acquires lands along or near Patterson Creek, a Waterways 2000 priority stream. Patterson Creek is important for WRIA 7 salmon production, and this area offers diverse forested and wetland habitat opportunities for wildlife.

### 1. PROJECT SCOPE

Conservation Futures King County - Patterson Creek: This project acquires lands along or near Patterson Creek, a Waterways 2000 priority stream. Patterson Creek is important for WRIA 7 salmon production, and this area offers diverse forested and wetland habitat opportunities for wildlife.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Advisory Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

### 4. PROJECT BENEFITS/OUTCOMES

This project acquires lands along or near Patterson Creek that are important for WRIA 7 salmon production.

**NARRATIVES** WLCF KC PATTERSON CREEK 1113919

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Scope clarifications to prioritize two parcels that contain creek, associated wetlands, and forest to the north and east of Soaring Eagle Park. Scope clarification to make parcels 2525069070 and 3125079059 priority targets. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WLCF KC PATTERSON CREEK 1113919

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC SNOQUALMIE CONSERVATION PARTNERSHIP (WLCF KC SNOQUALMIE REC PART) 1116224

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West Snoqualmie Valley Road Se, south of the City of Carnation. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $63,000 | $0 | $0 | $0 | $63,000 |
| **Total Budget** | **$63,000** | **$0** | **$0** | **$0** | **$63,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC SNOQUALMIE REC PART 1116224

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $46,738 | $0 | $16,262 | $0 | $0 | $63,000 |
| **Total Expense** | **$46,738** | **$0** | **$16,262** | **$0** | **$0** | **$63,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $63,070 | $63,000 | $63,000 | $46,738 |
| **Total** | **$0** | **$63,070** | **$63,000** | **$63,000** | **$46,738** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $16,262 | $0 | $16,262 | $0 |
| **Total** | **$16,262** | **$0** | **$16,262** | **$0** |

## NARRATIVES

WLCF KC SNOQUALMIE REC PART 1116224

### Current Scope

Conservation Futures King County - Snoqualmie Conservation Partnership: This project will acquire an easement on up to 140-acres of a golf course that has been placed in foreclosure by a bank lender, with the intention of returning it to farm use and to protect habitat on the property. King County will partner with the Puget Consumer Cooperative (PCC) Farmland Trust to preserve the property, including purchase of Transferable Development Rights (TDRs) by King County. The project is located on West Snoqualmie Valley Road, south of Carnation.

### 1. PROJECT SCOPE

Conservation Futures King County - Snoqualmie Conservation Partnership: This project will acquire an easement on up to 140-acres of a golf course that has been placed in foreclosure by a bank lender, with the intention of returning it to farm use and to protect habitat on the property. King County will partner with the Puget Consumer Cooperative (PCC) Farmland Trust to preserve the property, including purchase of Transferable Development Rights (TDRs) by King County. The project is located on West Snoqualmie Valley Road, south of Carnation.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee o easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

**NARRATIVES** WLCF KC SNOQUALMIE REC PART 1116224

## 4. PROJECT BENEFITS/OUTCOMES

This project will acquire an easement on up to 140-acres of a golf course with the intention of returning it to farm use and to protect habitat on the property.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Addition of six parcels that adds 10 acres to the scope in the Exit 20 area which have been identified as potential priority acquisitions for the county. Addition of parcels 252406-9049, -9028, -9039, -9034, 328130-0135, and -0130 to the scope. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

Alternative would be to abandon project, however that would be unwarranted, because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

No, this project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close to home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF KC SNOQUALMIE REC PART 1116224

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC BEAR CK WATERWAYS 1116231

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | East of Woodinville, conserving land in various areas along Bear Creek and its tributary streams. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,596,789 | $150,000 | $0 | $0 | $1,746,789 |
| **Total Budget** | **$1,596,789** | **$150,000** | **$0** | **$0** | **$1,746,789** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $150,000 | $0 | $0 | $150,000 |
| **Total Revenue** | **$150,000** | **$0** | **$0** | **$150,000** |

### EXPENSE WLCF KC BEAR CK WATERWAYS 1116231

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $11,245 | $0 | $0 | $0 | $0 | $11,245 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,102,221 | $349,963 | $283,360 | $0 | $0 | $1,735,544 |
| **Total Expense** | **$1,113,467** | **$349,963** | **$283,360** | **$0** | **$0** | **$1,746,790** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $15,295 | $0 | $11,245 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $1,909,827 | $1,139,720 | $1,596,789 | $1,452,184 |
| **Total** | **$0** | **$1,909,827** | **$1,155,015** | **$1,596,789** | **$1,463,429** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | ($11,245) | $0 | $0 | ($11,245) |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $144,605 | $150,000 | $283,360 | $11,245 |
| **Total** | **$133,360** | **$150,000** | **$283,360** | **$0** |

## NARRATIVES

WLCF KC BEAR CK WATERWAYS 1116231

### Current Scope

Conservation Futures King County - Bear Creek Waterways: This project will acquire properties in the Bear Creek watershed to fill gaps of public ownership along creeks, provide open space connectivity, and preserve regionally significant Chinook spawning habitat.

### 1. PROJECT SCOPE

Conservation Futures King County - Bear Creek Waterways: This project will acquire properties in the Bear Creek watershed to fill gaps of public ownership along creeks, provide open space connectivity, and preserve regionally significant Chinook spawning habitat.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Acquisition of land in the Bear Creek Basin is an identified priority in the WRIA 8 Chinook Recovery Plan and 2017 Plan update, in the Bear Creek Waterways 2000 program, and in the WRIA 8 Salmon Recovery Council priority projects. Bear Creek is on the Clean Water Act Section 303(d) list and has a Total Maximum Daily Load (TMDL) Improvement Plan for temperature.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

**NARRATIVES** WLCF KC BEAR CK WATERWAYS 1116231

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The county requested the addition of several parcels, adding 25 acres to the scope. The Committee approves the scope addition of parcels 2026069008, 0826069090, and 1625069088, and the scope clarification to prioritize parcel 3026069062. SCOPE CHANGE ONLY.
2021 Budget: The project scope targets up to 14 acres including several King County Roads surplus properties, portions of larger parcels along Bear Creek which will enable habitat restoration projects to be implemented, and a parcel within a set of lands that represents the largest remaining opportunity to protect existing high-quality Chinook habitat on Cottage Lake Creek. The Committee anticipates that the applicant may return with an additional request for funding next year.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WLCF KC BEAR CK WATERWAYS 1116231

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC WETLAND 14/SPRING LAKE-LAKE DESIRE ADDITION (WLCF KC Wetland 14 / Spring LK) 1116241

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | SE 196th Street, North of SE Petrovisky Road, adjacent to the Wetland 14 Natural Area. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/12/13 - 12/31/21 | $469,417 | ($5,000) | $0 | $0 | $464,417 |
| **Total Budget** | **$469,417** | **($5,000)** | **$0** | **$0** | **$464,417** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | ($5,000) | $0 | $0 | ($5,000) |
| **Total Revenue** | **($5,000)** | **$0** | **$0** | **($5,000)** |

### EXPENSE WLCF KC Wetland 14 / Spring LK 1116241

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $459,441 | $4,976 | $0 | $0 | $0 | $464,417 |
| **Total Expense** | **$459,441** | **$4,976** | **$0** | **$0** | **$0** | **$464,417** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $464,417 | $459,441 | $469,417 | $464,417 |
| **Total** | **$0** | **$464,417** | **$459,441** | **$469,417** | **$464,417** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $5,000 | ($5,000) | $0 | $0 |
| **Total** | **$5,000** | **($5,000)** | **$0** | **$0** |

## NARRATIVES

WLCF KC Wetland 14 / Spring LK 1116241

### Current Scope

Conservation Futures King County - Wetland 14 Spring Lake: This project will acquire open space lands adjacent to Wetland 14 Natural Area and Spring Lake-Lake Desire Park. This project has had two focus areas at the northern and southern ends of Spring Lake/Lake Desire Park in unincorporated King County, east of Renton. The project seeks to add to the natural areas, remove inholdings and expand habitat protection and trail opportunity.

### 1. PROJECT SCOPE

Conservation Futures King County - Wetland 14 Spring Lake: This project will acquire open space lands adjacent to Wetland 14 Natural Area and Spring Lake-Lake Desire Park. This project has had two focus areas at the northern and southern ends of Spring Lake/Lake Desire Park in unincorporated King County, east of Renton. The project seeks to add to the natural areas, remove inholdings and expand habitat protection and trail opportunity.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Advisory Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC Wetland 14 / Spring LK 1116241

## 4. PROJECT BENEFITS/OUTCOMES

This project will acquire open space lands adjacent to Wetland 14 Natural Area and Spring Lake-Lake Desire Park.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The county continues to work with a landowner at Spring Lake on a trail easement. The county requested to retain approximately $10,000 total to complete costs on the acquisition and returned the remaining funds for reallocation to other projects.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WLCF KC Wetland 14 / Spring LK 1116241

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC MASTER 1116264

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Unincorporated King County. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 12/21/13 - 12/31/26 | $0 | $11,722,154 | $19,928,877 | $19,055,452 | $50,706,483 |
| **Total Budget** | **$0** | **$11,722,154** | **$19,928,877** | **$19,055,452** | **$50,706,483** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $11,722,154 | $19,928,877 | $19,055,452 | $50,706,483 |
| **Total Revenue** | **$11,722,154** | **$19,928,877** | **$19,055,452** | **$50,706,483** |

### EXPENSE WLCF KC MASTER 1116264

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $5,435,000 | $18,440,264 | $14,330,662 | $38,205,926 |
| **Total Expense** | **$0** | **$0** | **$5,435,000** | **$18,440,264** | **$14,330,662** | **$38,205,926** |

# Capital Appropriation Proposal



## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $38,927,274 | $0 | $0 | $0 |
| **Total** | **$0** | **$38,927,274** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $11,722,154 | $5,435,000 | $6,287,154 |
| **Total** | **$0** | **$11,722,154** | **$5,435,000** | **$6,287,154** |

## NARRATIVES

WLCF KC MASTER 1116264

### Current Scope

Conservation Futures King County - Master Project: This project holds the projected and undesignated reallocated Conservation Futures Levy funding to be allocated by the Conservation Futures Citizens Committee through the annual application, review and recommendation process.

### 1. PROJECT SCOPE

Conservation Futures King County - Master Project: This project holds the projected and undesignated reallocated Conservation Futures Levy funding to be allocated by the Conservation Futures Citizens Committee through the annual application, review and recommendation process.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by mid-July each year in accordance with Ordinance 14714.

### 4. PROJECT BENEFITS/OUTCOMES

This project holds the projected and undesignated reallocated Conservation Futures Levy funding to be allocated by the Conservation Futures Citizens Committee through the annual application, review and recommendation process.

### 5. BUDGET REQUEST BASIS

2021 Budget: This project holds the Conservation Futures Levy funding for 2021 allocations, as recommended by the Conservation Futures Advisory Committee report.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

**NARRATIVES** WLCF KC MASTER 1116264

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single alternative.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF COV South Covington Park 1122034

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | In Covington on SE Wax Road, in the Jenkins Creek corridor. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,160,000 | $165,000 | $0 | $0 | $1,325,000 |
| **Total Budget** | **$1,160,000** | **$165,000** | **$0** | **$0** | **$1,325,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $165,000 | $0 | $0 | $165,000 |
| **Total Revenue** | **$165,000** | **$0** | **$0** | **$165,000** |

### EXPENSE WLCF COV South Covington Park 1122034

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $516,021 | $0 | $808,979 | $0 | $0 | $1,325,000 |
| **Total Expense** | **$516,021** | **$0** | **$808,979** | **$0** | **$0** | **$1,325,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,325,000 | $857,042 | $1,160,000 | $516,021 |
| **Total** | **$0** | **$1,325,000** | **$857,042** | **$1,160,000** | **$516,021** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $643,979 | $165,000 | $808,979 | $0 |
| **Total** | **$643,979** | **$165,000** | **$808,979** | **$0** |

## NARRATIVES

WLCF COV South Covington Park 1122034

### Current Scope

Conservation Futures Covington - South Covington Park: This project consists of three parcels totaling 5.65 acres on SE Wax Road, in the Jenkins Creek corridor. There is a dual goal for the project: the first is creating a trail connection between the planned Covington Town Center, which is located nearby to the northeast, and a city-wide trail system that connects with other Covington parks and open spaces. The second goal is habitat protection along Jenkins Creek, which runs parallel to the future trail. The project site is critically located at a planned trail crossing on SE Wax Road.

### 1. PROJECT SCOPE

Conservation Futures Covington - South Covington Park: This project consists of three parcels totaling 5.65 acres on SE Wax Road, in the Jenkins Creek corridor. There is a dual goal for the project: the first is creating a trail connection between the planned Covington Town Center, which is located nearby to the northeast, and a city-wide trail system that connects with other Covington parks and open spaces. The second goal is habitat protection along Jenkins Creek, which runs parallel to the future trail. The project site is critically located at a planned trail crossing on SE Wax Road.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

# Capital Appropriation Proposal



**NARRATIVES** WLCF COV South Covington Park 1122034

## 4. PROJECT BENEFITS/OUTCOMES

This project will create a trail connection between the planned Covington Town Center and a city-wide trail system that connects with other Covington parks and open spaces.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The city has purchased two of the three priority parcels, and has the third parcel under contract. The city secured RCO grant funds and has spent city funds on the acquisitions, and additional funds are requested to cover increased acquisition costs.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

Alternative would be to abandon project, however that would be unwarranted, because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

The City of Covington.

## 11. ART ELIGIBILITY

No. This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF COV South Covington Park 1122034

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF WVL Little Bear Creek 1122038

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | The property is located in the Little Bear Creek corridor, just south of State Route 509 at 134th Avenue NE, in Woodinville. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/14 - 12/31/21 | $57,500 | ($57,500) | $0 | $0 | $0 |
| **Total Budget** | **$57,500** | **($57,500)** | **$0** | **$0** | **$0** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | ($57,500) | $0 | $0 | ($57,500) |
| **Total Revenue** | **($57,500)** | **$0** | **$0** | **($57,500)** |

### EXPENSE WLCF WVL Little Bear Creek 1122038

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $57,500 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$57,500** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $57,500 | ($57,500) | $0 | $0 |
| **Total** | **$57,500** | **($57,500)** | **$0** | **$0** |

## NARRATIVES

WLCF WVL Little Bear Creek 1122038

### Current Scope

Conservation Futures Woodinville - Little Bear Creek: This project targeted a ¼- acre property that contains a towing business, and a 2.3-acre parcel owned by WSDOT along Little Bear Creek, south of State Route 522 at 134th Avenue NE in Woodinville. The property is adjacent to a city owned natural area to the east, across 134th Avenue NE. Woodinville plans to build a trail through the natural area along the creek, connecting to the Sammamish Slough and Woodinville High School, and then continuing on to the Snohomish County line. Woodinville also intends to remove an existing bridge and to replace a culvert that impedes fish page under 134th Avenue NE.

### 1. PROJECT SCOPE

Conservation Futures Woodinville - Little Bear Creek: This project targeted a ¼- acre property that contains a towing business, and a 2.3-acre parcel owned by WSDOT along Little Bear Creek, south of State Route 522 at 134th Avenue NE in Woodinville. The property is adjacent to a city owned natural area to the east, across 134th Avenue NE. Woodinville plans to build a trail through the natural area along the creek, connecting to the Sammamish Slough and Woodinville High School, and then continuing on to the Snohomish County line. Woodinville also intends to remove an existing bridge and to replace a culvert that impedes fish page under 134th Avenue NE.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

# Capital Appropriation Proposal



**NARRATIVES** WLCF WVL Little Bear Creek 1122038

## 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee o easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed. Mid-Year 2020: The city was unable to reach an agreement with the landowners of both parcels within this scope. The city requested project abandonment. The Committee recommends that funds are transferred out of the project and that the project is closed.

## 4. PROJECT BENEFITS/OUTCOMES

The property is adjacent to a city owned natural area to the east, across 134th Avenue NE. Woodinville wanted to build a trail through the natural area along the creek.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The city was unable to reach an agreement with the landowners of both parcels within this scope. The city requested project abandonment.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

The project is abandoned. Reduce budget appropriations to zero.

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

## 10. OTHER AGENCY INVOLVEMENT

City of Woodinville.

## 11. ART ELIGIBILITY

No, this project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close to home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** WLCF WVL Little Bear Creek 1122038

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC COTTAGE & COLD CREEK NATURAL AREA (WLCF KC COTTAGE&COLD CREEK NA) 1122060

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | NE 165th Street at the southern end of Cottage Lake |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $422,579 | $0 | $0 | $0 | $422,579 |
| **Total Budget** | **$422,579** | **$0** | **$0** | **$0** | **$422,579** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC COTTAGE&COLD CREEK NA 1122060

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $290,477 | $132,102 | $0 | $0 | $0 | $422,579 |
| **Total Expense** | **$290,477** | **$132,102** | **$0** | **$0** | **$0** | **$422,579** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $424,695 | $297,950 | $422,579 | $422,579 |
| **Total** | **$0** | **$424,695** | **$297,950** | **$422,579** | **$422,579** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC COTTAGE&COLD CREEK NA 1122060

### Current Scope

Conservation Futures King County - Cottage & Cold Creek Natural Areas: This project includes Cottage Lake Creek and Cold Creek within its scope, as well as the broader Bear Creek basin.

### 1. PROJECT SCOPE

Conservation Futures King County - Cottage & Cold Creek Natural Areas: This project includes Cottage Lake Creek and Cold Creek within its scope, as well as the broader Bear Creek basin.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Both Cold and Cottage Lake Creeks provide important habitat for resident and migratory birds, a diversity of wildlife, and Chinook, Coho, sockeye, and cutthroat trout. The broader Bear Creek basin is considered one of three core areas for WRIA 8 Chinook salmon populations, with several hundred Chinook spawning annually in the basin (2/3 of these in Cottage Lake Creek).

### 4. PROJECT BENEFITS/OUTCOMES

This project will provide important habitat for resident and migratory birds, a diversity of wildlife, and Chinook, Coho, sockeye, and cutthroat trout.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Addition of several parcels, adding 25 acres to the scope. Scope addition of parcels 2026069008, 0826069090, and 1625069088, and the scope clarification to prioritize parcel 3026069062. SCOPE CHANGE ONLY.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

**NARRATIVES** WLCF KC COTTAGE&COLD CREEK NA 1122060

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

This recommended award adds funds to an ongoing project, under which the applicant has been successful over the years in securing CFT funding awards, providing matching funds, negotiating with landowners, and acquiring properties.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close to home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC MITCHELL HILL FOR ADD 1123828

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Mitchell Hill Forest is located north of Interstate 90, east of the City of Issaquah. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/15 - 12/31/18 | $838,605 | $740,000 | $0 | $0 | $1,578,605 |
| **Total Budget** | **$838,605** | **$740,000** | **$0** | **$0** | **$1,578,605** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $740,000 | $0 | $0 | $740,000 |
| **Total Revenue** | **$740,000** | **$0** | **$0** | **$740,000** |

### EXPENSE WLCF KC MITCHELL HILL FOR ADD 1123828

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $594,180 | $244,425 | $740,000 | $0 | $0 | $1,578,605 |
| **Total Expense** | **$594,180** | **$244,425** | **$740,000** | **$0** | **$0** | **$1,578,605** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,594,177 | $594,532 | $838,605 | $838,605 |
| **Total** | **$0** | **$1,594,177** | **$594,532** | **$838,605** | **$838,605** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $740,000 | $740,000 | $0 |
| **Total** | **$0** | **$740,000** | **$740,000** | **$0** |

## NARRATIVES

WLCF KC MITCHELL HILL FOR ADD 1123828

### Current Scope

Conservation Futures King County - Mitchell Hill Forest Additions: This project builds on a multiyear effort to add to thousands of acres of permanently conserved public land east of Issaquah.

### 1. PROJECT SCOPE

Conservation Futures King County - Mitchell Hill Forest Additions: This project builds on a multiyear effort to add to thousands of acres of permanently conserved public land east of Issaquah.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This regionally significant project connects major public open spaces owned by King County and WADNR. Public lands in this area provide recreational opportunity, forested habitat for many upland species, and water quality benefits to streams located in the upper reaches of the Patterson Creek, Raging River, and Issaquah Creek basins.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban green spaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

### 5. BUDGET REQUEST BASIS

2021 Budget: This year's proposal will contribute towards a conservation easement on 121 acres of Seattle Public Schools' Cleveland Memorial Forest. The easement will restrict development, prevent future conversion of the property to residential development, and secure a public trail that would connect Duthie Hill Park to Fall City Park. The Committee anticipates that the applicant will return with an additional request for funding next year.

**NARRATIVES** WLCF KC MITCHELL HILL FOR ADD 1123828

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agency involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC SOUTH FORK SKYKOMISH 1123830

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | US Highway 2, near Skykomish |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/15 - 12/31/21 | $65,400 | ($57,700) | $0 | $0 | $7,700 |
| **Total Budget** | **$65,400** | **($57,700)** | **$0** | **$0** | **$7,700** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | ($57,700) | $0 | $0 | ($57,700) |
| **Total Revenue** | **($57,700)** | **$0** | **$0** | **($57,700)** |

### EXPENSE WLCF KC SOUTH FORK SKYKOMISH 1123830

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $15,400 | ($7,700) | $0 | $0 | $0 | $7,700 |
| **Total Expense** | **$15,400** | **($7,700)** | **$0** | **$0** | **$0** | **$7,700** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $15,400 | $7,700 | $65,400 | $7,700 |
| **Total** | **$0** | **$15,400** | **$7,700** | **$65,400** | **$7,700** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $57,700 | ($57,700) | $0 | $0 |
| **Total** | **$57,700** | **($57,700)** | **$0** | **$0** |

## NARRATIVES

WLCF KC SOUTH FORK SKYKOMISH 1123830

### Current Scope

Conservation Futures King County - South Fork Skykomish: The scope of this project is to conduct real estate work, including title and appraisal work and initial landowner negotiations, to explore properties with passive outdoor recreational opportunities in the South Fork Skykomish River basin. The project areas is located along and near US Highway 2, near Skykomish, including the confluence of the Tye and Foss Rivers.

### 1. PROJECT SCOPE

Conservation Futures King County - South Fork Skykomish: The scope of this project is to conduct real estate work, including title and appraisal work and initial landowner negotiations, to explore properties with passive outdoor recreational opportunities in the South Fork Skykomish River basin. The project areas is located along and near US Highway 2, near Skykomish, including the confluence of the Tye and Foss Rivers.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Advisory Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed. Mid-Year 2020: The county reported that no acquisitions that were targeted with this grant have resulted in purchase. The county requests project abandonment. The Committee recommends that funds are transferred out of the project and that the project is closed.

**NARRATIVES** WLCF KC SOUTH FORK SKYKOMISH 1123830

## 4. PROJECT BENEFITS/OUTCOMES

The project will provide important habitat for resident and migratory birds, a diversity of wildlife, and Chinook, Coho, sockeye, and cutthroat trout.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The county reported that no acquisitions that were targeted with this grant have resulted in purchase. The county requests project abandonment. The Committee recommends that funds are transferred out of the project and that the project is closed.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

The project is abandoned. Reduce budget appropriations to zero.

## 9. ALTERNATIVES ANALYSIS

Alternative would be to abandon project, however that would be unwarranted, because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF KC SOUTH FORK SKYKOMISH 1123830

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC BOISE CRK RESTORATN 1123835

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | South of Warner Avenue and west of 268th Avenue SE |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $310,000 | $390,000 | $0 | $0 | $700,000 |
| **Total Budget** | **$310,000** | **$390,000** | **$0** | **$0** | **$700,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $390,000 | $0 | $0 | $390,000 |
| **Total Revenue** | **$390,000** | **$0** | **$0** | **$390,000** |

### EXPENSE WLCF KC BOISE CRK RESTORATN 1123835

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $61,557 | $47,500 | $590,943 | $0 | $0 | $700,000 |
| **Total Expense** | **$61,557** | **$47,500** | **$590,943** | **$0** | **$0** | **$700,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | ($401,700) | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $715,403 | $75,959 | $310,000 | $109,057 |
| **Total** | **$0** | **$313,703** | **$75,959** | **$310,000** | **$109,057** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $200,943 | $390,000 | $590,943 | $0 |
| **Total** | **$200,943** | **$390,000** | **$590,943** | **$0** |

## NARRATIVES

WLCF KC BOISE CRK RESTORATN 1123835

### Current Scope

Conservation Futures King County -- Boise Creek Preservation: This project will acquire parcels along Boise Creek that will offer habitat restoration potential and add to public land along the creek.

### 1. PROJECT SCOPE

Conservation Futures King County -- Boise Creek Preservation: This project will acquire parcels along Boise Creek that will offer habitat restoration potential and add to public land along the creek.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

As a tributary to the White River, Boise Creek offers critical habitat for a spring run of Chinook salmon that is near extinction, making this a regionally significant acquisition. Boise Creek has poor aquatic and riparian habitat, low abundance of in-stream wood and pools, and lack of off channel habitats. Boise Creek is listed on Ecology's 303d list of impaired water bodies due to high summer water temperatures, and has a total maximum daily load (TMDL) recommending riparian restoration to help mitigate temperatures.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

### 5. BUDGET REQUEST BASIS

2021 Budget: The award will focus on purchasing two parcels totaling 5.2 acres, located to east of the Middle Boise Creek Natural Area. A portion of the site with a field and historic barn may be segregated from the parcel before acquisition through a boundary line adjustment, or surplused after acquisition. The rest of the site will be revegetated and restored. The Committee anticipates that the applicant may return with an additional request for funding next year for additional parcels in the scope (~15 acres).

**NARRATIVES** WLCF KC BOISE CRK RESTORATN 1123835

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

No, this project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KRK JUANITA HEIGHTS PARK / JUANITA CREEK (WLCF KRK JUANITA HGTS PK/CK) 1126728

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | NE 117th Place, south of Juanita Heights Park, in Kirkland. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/02/17 - 12/31/21 | $535,000 | $0 | $0 | $0 | $535,000 |
| **Total Budget** | **$535,000** | **$0** | **$0** | **$0** | **$535,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KRK JUANITA HGTS PK/CK 1126728

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $368,098 | $166,902 | $0 | $0 | $0 | $535,000 |
| **Total Expense** | **$368,098** | **$166,902** | **$0** | **$0** | **$0** | **$535,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $535,000 | $368,098 | $535,000 | $535,000 |
| **Total** | **$0** | **$535,000** | **$368,098** | **$535,000** | **$535,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KRK JUANITA HGTS PK/CK 1126728

### Current Scope

Conservation Futures Kirkland - Juanita Heights Park / Juanita Creek: The goal of the project is to create a trail on Finn Hill that travels from Juanita Heights Park down through these properties and ultimately links to Juanita Beach Park on Lake Washington, via sidewalks on NE 117th Place/NE, 120th Street and 93rd Avenue NE. The project adds to nearby urban forest wildlife habitat, with many migratory songbird species and refuge for wildlife species within a dense urban setting.

### 1. PROJECT SCOPE

Conservation Futures Kirkland - Juanita Heights Park / Juanita Creek: The goal of the project is to create a trail on Finn Hill that travels from Juanita Heights Park down through these properties and ultimately links to Juanita Beach Park on Lake Washington, via sidewalks on NE 117th Place/NE, 120th Street and 93rd Avenue NE. The project adds to nearby urban forest wildlife habitat, with many migratory songbird species and refuge for wildlife species within a dense urban setting.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee o easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed. The city requested the addition of a parcel to acquire an easement that would connect the park to 93rd Avenue SE, allowing pedestrian access to Juanita Beach Park.

**NARRATIVES** WLCF KRK JUANITA HGTS PK/CK 1126728

## 4. PROJECT BENEFITS/OUTCOMES

The project will create a trail on Finn Hill that travels from Juanita Heights Park down through these properties and ultimately links to Juanita Beach Park on Lake Washington.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The city requested the addition of parcel 9194100153 to acquire an easement that would connect the park to 93rd Avenue SE, allowing pedestrian access to Juanita Beach Park. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

City of Kirkland.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF KRK JUANITA HGTS PK/CK 1126728

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC GR LOWER NEWAUKUM CREEK (WLCF KC GR LWR NEWAUKUM CK) 1126743

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7, 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | On Lower Newaukum Creek, east of 212th Ave SE. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,245,000 | $1,119,441 | $0 | $0 | $2,364,441 |
| **Total Budget** | **$1,245,000** | **$1,119,441** | **$0** | **$0** | **$2,364,441** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $1,119,441 | $0 | $0 | $1,119,441 |
| **Total Revenue** | **$1,119,441** | **$0** | **$0** | **$1,119,441** |

### EXPENSE WLCF KC GR LWR NEWAUKUM CK 1126743

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,235,790 | $9,210 | $1,119,441 | $0 | $0 | $2,364,441 |
| **Total Expense** | **$1,235,790** | **$9,210** | **$1,119,441** | **$0** | **$0** | **$2,364,441** |

# Capital Appropriation Proposal



## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $2,367,814 | $1,266,913 | $1,245,000 | $1,245,000 |
| **Total** | **$0** | **$2,367,814** | **$1,266,913** | **$1,245,000** | **$1,245,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,119,441 | $1,119,441 | $0 |
| **Total** | **$0** | **$1,119,441** | **$1,119,441** | **$0** |

## NARRATIVES

WLCF KC GR LWR NEWAUKUM CK 1126743

### Current Scope

Conservation Futures King County – Green River Lower Newaukum Creek: This regionally significant project continues longtime conservation work on the middle Green River and Newaukum Creek.

### 1. PROJECT SCOPE

Conservation Futures King County – Green River Lower Newaukum Creek: This regionally significant project continues longtime conservation work on the middle Green River and Newaukum Creek.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The middle Green River is of great significance in WRIA 9 for its high quality salmonid spawning and rearing habitat, and already has extensive corridors of public land owned by King County and Washington State Parks. Newaukum Creek is also a key chinook salmon and steelhead spawning habitat area, with a forested ravine in its lower reaches, and upper reaches surrounded by wetlands on the Enumclaw Plateau. Newaukum Creek is on the Clean Water Act Section 303(d) list and has a Total Maximum Daily Load (TMDL) Improvement Plan for water quality.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

**NARRATIVES** WLCF KC GR LWR NEWAUKUM CK 1126743

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Addition of 4.5 acres parcel 2121069019 to the scope, and the scope clarification to focus on parcels 3321069021, 7327710060, and 3421069005.
2021 Budget: There are numerous priority parcels across the Green River corridor and lower and middle Newaukum Creek basins. This project has partial land match from parcels purchased with Ecology grant funds. The Committee recommends partial funding to allow for the purchase of about 5 target parcels, 80-90 acres.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF KC GR LWR NEWAUKUM CK 1126743

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC GR MIDDLE NEWAUKUM / BIG SPRING CREEK (WLCF KC GR MID NEWAUKUM SP CK) 1126744

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | North of Enumclaw along Newaukum Creek, in the vicinity of SE 424th Street and 236th Ave SE through 254th Ave SE. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $925,000 | $0 | $0 | $0 | $925,000 |
| **Total Budget** | **$925,000** | **$0** | **$0** | **$0** | **$925,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC GR MID NEWAUKUM SP CK 1126744

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $920,563 | $4,437 | $0 | $0 | $0 | $925,000 |
| **Total Expense** | **$920,563** | **$4,437** | **$0** | **$0** | **$0** | **$925,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $920,563 | $926,622 | $925,000 | $925,000 |
| **Total** | **$0** | **$920,563** | **$926,622** | **$925,000** | **$925,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC GR MID NEWAUKUM SP CK 1126744

### Current Scope

Conservation Futures King County – Green River Middle Newaukum Big Spring Creek: This project is an ongoing multiple-parcel riparian habitat acquisition project that will protect land in the middle reaches of Newaukum Creek, as well as lower Newaukum Creek.

### 1. PROJECT SCOPE

Conservation Futures King County – Green River Middle Newaukum Big Spring Creek: This project is an ongoing multiple-parcel riparian habitat acquisition project that will protect land in the middle reaches of Newaukum Creek, as well as lower Newaukum Creek.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The project goal is to protect salmon habitat and water quality on Newaukum Creek, and to maintain cold water flow conditions from Big Spring Creek into Newaukum Creek (as described above, listed on the Clean Water Act 303(d) list for temperature among other factors). The targeted parcels contain important salmonid, bird and wildlife habitat, and are part of a much larger wetland system that used to extend across the plateau. Many of the targeted parcels have been farmed or used for livestock but are historically wetlands and are seasonally inundated. The applicant works with the County agriculture program to refine the approach to acquisition in Agricultural Production District. These lands are also very close to the edge of Enumclaw and acquisitions can help define the urban boundary between the city and the rural area.

### 4. PROJECT BENEFITS/OUTCOMES

This project will protect land in the middle reaches of Newaukum Creek, as well as lower Newaukum Creek.

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC GR MID NEWAUKUM SP CK 1126744

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Addition of a parcel 2121069019 just north of the Green River, adding 4.5 acres to the scope and scope clarification to prioritize three parcels 3321069021, 7327710060, 3421069005 that were shown as secondary targets in the scope. SCOPE CHANGE ONLY.
2021 Budget: Scope adjustment to adopt the primary targets in the 2021 Green River/Newaukum Creek awards as primary targets in the scope of the past awards for Green River/Newakum Creek. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF KC GR MID NEWAUKUM SP CK 1126744

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC GR REGREENING THE GREEN (WLCF KC GR REGREENING GREEN) 1126745

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5, 7 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Interurban Ave S. in Tukwila, across the Green River from Fort Dent Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $100,000 | ($90,712) | $0 | $0 | $9,288 |
| **Total Budget** | **$100,000** | **($90,712)** | **$0** | **$0** | **$9,288** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | ($90,712) | $0 | $0 | ($90,712) |
| **Total Revenue** | **($90,712)** | **$0** | **$0** | **($90,712)** |

### EXPENSE WLCF KC GR REGREENING GREEN 1126745

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $9,288 | $0 | $0 | $0 | $0 | $9,288 |
| **Total Expense** | **$9,288** | **$0** | **$0** | **$0** | **$0** | **$9,288** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $9,288 | $9,288 | $100,000 | $9,288 |
| **Total** | **$0** | **$9,288** | **$9,288** | **$100,000** | **$9,288** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $90,712 | ($90,712) | $0 | $0 |
| **Total** | **$90,712** | **($90,712)** | **$0** | **$0** |

## NARRATIVES

WLCF KC GR REGREENING GREEN 1126745

### Current Scope

Conservation Futures King County - Re-Greening the Green River - This project will purchase conservation easements over properties that can allow for planting tall, primarily deciduous trees, to provide shading for the river water in the warm summer months. The shading keep the water temperature from rising and harming salmonid and other aquatic species, including threatened chinook and steelhead. The project area is located along the banks of the Green River without levees, between Auburn Narrows in Auburn and the intersection of the Green River and Interstate 405 in Tukwila.

### 1. PROJECT SCOPE

Conservation Futures King County - Re-Greening the Green River - This project will purchase conservation easements over properties that can allow for planting tall, primarily deciduous trees, to provide shading for the river water in the warm summer months. The shading keep the water temperature from rising and harming salmonid and other aquatic species, including threatened chinook and steelhead. The project area is located along the banks of the Green River without levees, between Auburn Narrows in Auburn and the intersection of the Green River and Interstate 405 in Tukwila.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC GR REGREENING GREEN 1126745

## 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Advisory Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed. Mid-Year 2020: The county has acquired easements on three parcels, and has no additional willing landowners in the scope. The county requested project abandonment. The Committee recommends that funds are transferred out of the project and that the project is closed.

## 4. PROJECT BENEFITS/OUTCOMES

This project will purchase conservation easements over properties that can allow for planting tall, primarily deciduous trees, to provide shading for the river water.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The county has acquired easements on three parcels, and has no additional willing landowners in the scope. The county requested project abandonment, and reallocation of funding.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

The project is completed. Reduce budget appropriations to zero.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

**NARRATIVES** WLCF KC GR REGREENING GREEN 1126745

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close to home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF SEA MAGNOLIA GREENBELT 1129237

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Located within the Magnolia Greenbelt, north of the Magnolia bridge in Seattle's Magnolia neighborhood. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $40,000 | ($40,000) | $0 | $0 | $0 |
| **Total Budget** | **$40,000** | **($40,000)** | **$0** | **$0** | **$0** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | ($40,000) | $0 | $0 | ($40,000) |
| **Total Revenue** | **($40,000)** | **$0** | **$0** | **($40,000)** |

### EXPENSE WLCF SEA MAGNOLIA GREENBELT 1129237

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $40,000 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$40,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $40,000 | ($40,000) | $0 | $0 |
| **Total** | **$40,000** | **($40,000)** | **$0** | **$0** |

## NARRATIVES

WLCF SEA MAGNOLIA GREENBELT 1129237

### Current Scope

Conservation Futures Seattle - Magnolia Greenbelt: This project will acquire two parcels totaling .4-acres, in the Magnolia Greenbelt, located north of the Magnolia bridge in Seattle's Magnolia neighborhood.

### 1. PROJECT SCOPE

Conservation Futures Seattle - Magnolia Greenbelt: This project will acquire two parcels totaling .4-acres, in the Magnolia Greenbelt, located north of the Magnolia bridge in Seattle's Magnolia neighborhood.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Seattle had sought to work with the landowners for a few years. In the 2019 review, the Committee indicated that they were granting one final year of project extension. In January 2020 Seattle reported that they have been unable to work with the landowners, and requests project abandonment.

### 4. PROJECT BENEFITS/OUTCOMES

This project will acquire two parcels totaling .4-acres, in the Magnolia Greenbelt.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020) Seattle had sought to work with the landowners for a few years. In the 2019 review, the Committee indicated that they were granting one final year of project extension. In January 2020 the City of Seattle reported that it had been unable to work with the landowners, and requests project abandonment.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

**NARRATIVES** WLCF SEA MAGNOLIA GREENBELT 1129237

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

The project is completed. Reduce budget appropriations to zero.

## 9. ALTERNATIVES ANALYSIS

Alternative would be to abandon project, however that would be unwarranted, because there are willing sellers

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF SEA NORTH BEACH NATURAL AREA (WLCF SEA NTH BEACH NAT AREA) 1129238

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | On the mapped street NW 91st Street, east of 30th Avenue NW in northwest Seattle. the property is in a wooded ravine. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $30,000 | $250,000 | $0 | $0 | $280,000 |
| **Total Budget** | **$30,000** | **$250,000** | **$0** | **$0** | **$280,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $250,000 | $0 | $0 | $250,000 |
| **Total Revenue** | **$250,000** | **$0** | **$0** | **$250,000** |

### EXPENSE WLCF SEA NTH BEACH NAT AREA 1129238

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | | $280,000 | $0 | $0 | $280,000 |
| **Total Expense** | **$0** | **$0** | **$280,000** | **$0** | **$0** | **$280,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $280,000 | $0 | $30,000 | $0 |
| **Total** | **$0** | **$280,000** | **$0** | **$30,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $30,000 | $250,000 | $280,000 | $0 |
| **Total** | **$30,000** | **$250,000** | **$280,000** | **$0** |

## NARRATIVES

WLCF SEA NTH BEACH NAT AREA 1129238

### Current Scope

Conservation Futures Seattle - North Beach Natural Area: This project will acquire a woodland .26-acre parcel located in the North Beach Natural Area. It is located on the mapped street NW 91st Street, east of 30th Avenue NW in northwest Seattle.

### 1. PROJECT SCOPE

Conservation Futures Seattle - North Beach Natural Area: This project will acquire a woodland .26-acre parcel located in the North Beach Natural Area. It is located on the mapped street NW 91st Street, east of 30th Avenue NW in northwest Seattle.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee o easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

### 4. PROJECT BENEFITS/OUTCOMES

This project supports the preservation of open space lands.

# Capital Appropriation Proposal



**NARRATIVES** WLCF SEA NTH BEACH NAT AREA 1129238

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The City of Seattle is working with the landowner to negotiate purchase of the parcel. The property has sold twice since the original request was made, and the price has increased significantly and the City requested additional funds.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

Alternative would be to abandon project, however that would be unwarranted, because there are willing sellers

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC SNOQUALMIE FOREST 1129252

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Located within and along the border of the 89,000-acre conservation easement held by King County over the Snoqualmie Forest, east of Carnation. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $25,000 | $0 | $0 | $0 | $25,000 |
| **Total Budget** | **$25,000** | **$0** | **$0** | **$0** | **$25,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** WLCF KC SNOQUALMIE FOREST 1129252

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $19,334 | $5,666 | $0 | $0 | $0 | $25,000 |
| **Total Expense** | **$19,334** | **$5,666** | **$0** | **$0** | **$0** | **$25,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $24,649 | $19,685 | $25,000 | $25,000 |
| **Total** | **$0** | **$24,649** | **$19,685** | **$25,000** | **$25,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC SNOQUALMIE FOREST 1129252

### Current Scope

Conservation Futures King County - Snoqualmie Forest: This project will pursue property title and appraial information, as well as initial landowner discussion, for unprotected forest lands located within and along the border of the 89,000-acre conservation easement held by King County over the Snoqualmie Forest, east of Carnation.

### 1. PROJECT SCOPE

Conservation Futures King County - Snoqualmie Forest: This project will pursue property title and appraial information, as well as initial landowner discussion, for unprotected forest lands located within and along the border of the 89,000-acre conservation easement held by King County over the Snoqualmie Forest, east of Carnation.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

### 4. PROJECT BENEFITS/OUTCOMES

This project will acquire unprotected forest lands located within and along the border of the 89,000-acre conservation easement held by King County over the Snoqualmie Forest.

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC SNOQUALMIE FOREST 1129252

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The county requested the addition to include numerous privately owned inholdings within Snoqualmie Forest. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

Alternative would be to abandon project, however that would be unwarranted, because there are willing sellers

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC LOWER CEDAR RIVER/MTH OF TAYLOR REACH (WLCF KC LWR CEDAR/MTH TAY) 1129255

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Near Maxwell Road on Taylor Creek, north of the City of Maple Valley |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $400,000 | $0 | $0 | $0 | $400,000 |
| **Total Budget** | **$400,000** | **$0** | **$0** | **$0** | **$400,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC LWR CEDAR/MTH TAY 1129255

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $279,408 | $120,592 | $0 | $0 | $0 | $400,000 |
| **Total Expense** | **$279,408** | **$120,592** | **$0** | **$0** | **$0** | **$400,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $400,000 | $400,000 | $400,000 | $400,000 |
| **Total** | **$0** | **$400,000** | **$400,000** | **$400,000** | **$400,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC LWR CEDAR/MTH TAY 1129255

### Current Scope

Conservation Futures King County - Lower Cedar / Mouth of Taylor: Over the past two decades, King County has assembled properties in the Mouth of Taylor Reach to allow for eventual levee setbacks and habitat restoration. The Cedar River and its floodplain are used by deer, elk, river otter, beaver, a diversity of birds and other species. The protected lands on both sides of the river allow for important habitat corridors and wildlife refuge in this area of rural residential development. Restoration of these riparian areas improves overall habitat value of the corridor in support of wildlife, Chinook and Coho salmon, and steelhead trout populations in this area.

### 1. PROJECT SCOPE

Conservation Futures King County - Lower Cedar / Mouth of Taylor: Over the past two decades, King County has assembled properties in the Mouth of Taylor Reach to allow for eventual levee setbacks and habitat restoration. The Cedar River and its floodplain are used by deer, elk, river otter, beaver, a diversity of birds and other species. The protected lands on both sides of the river allow for important habitat corridors and wildlife refuge in this area of rural residential development. Restoration of these riparian areas improves overall habitat value of the corridor in support of wildlife, Chinook and Coho salmon, and steelhead trout populations in this area.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

**NARRATIVES** WLCF KC LWR CEDAR/MTH TAY 1129255

## 4. PROJECT BENEFITS/OUTCOMES

The targeted parcel is located on the right bank of the Cedar River. This parcel is almost entirely in the floodplain, and removing the home and restoring the extensive lawns has significant potential to restore habitat on the property. This funding award completes the funding needed to purchase this property in full.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Scope clarifications to prioritize several parcels 0922069114, 0922069128, 1522069105, 0422069028, 2023069010, and 2323069065 that were shown in the longer-term scope as primary targets. Also add three parcels 2085200975, 2085200980, 2085200985 which adds 1 acre to the scope. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WLCF KC LWR CEDAR/MTH TAY 1129255

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC PINER POINT NAT AREA 1129267

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Located on the southernmost tip of Maury Island, connecting King County's Piner Point Natural Area and Northilla Beach Natural Area. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $650,000 | $0 | $0 | $0 | $650,000 |
| **Total Budget** | **$650,000** | **$0** | **$0** | **$0** | **$650,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC PINER POINT NAT AREA 1129267

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $609,520 | $40,480 | $0 | $0 | $0 | $650,000 |
| **Total Expense** | **$609,520** | **$40,480** | **$0** | **$0** | **$0** | **$650,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $650,000 | $609,520 | $650,000 | $650,000 |
| **Total** | **$0** | **$650,000** | **$609,520** | **$650,000** | **$650,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC PINER POINT NAT AREA 1129267

### Current Scope

Conservation Futures King County -- Piner Point Natural Area: This project is a multiple-year effort to purchase properties on Piner Point on the south end of Maury Island, as well as additional marine shoreline areas on Vashon-Maury Islands.

### 1. PROJECT SCOPE

Conservation Futures King County -- Piner Point Natural Area: This project is a multiple-year effort to purchase properties on Piner Point on the south end of Maury Island, as well as additional marine shoreline areas on Vashon-Maury Islands.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Piner Point is a bluff-backed shoreline where sand and gravel from the hillside naturally erode down to the beach, feeding an intertidal shoreline sediment drift cell that flows to the north with the Puget Sound currents. The properties contain a madrone-dominated forest that is unusual in Puget Sound lowlands. King County has been acquiring properties at Piner Point for several years to remove shoreline armoring and to restore the natural beach functions. This area contains spawning areas for three species of forage fish (pacific herring, surf smelt, and sand lance), eelgrass beds, and other nearshore features important for juvenile salmonid habitat. These features help support the food chain for many types of terrestrial and marine wildlife and birds. This is a regionally important project for its preservation of Puget Sound shoreline and support of Chinook salmon populations. The site has scenic views of south Puget Sound and Mount Rainier.

### 4. PROJECT BENEFITS/OUTCOMES

This project will protect forage fish (pacific herring, surf smelt, and sand lance), eelgrass beds, and other nearshore features important for juvenile salmonid habitat.

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC PINER POINT NAT AREA 1129267

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Addition of a 2.8-acre parcels 3223039160 and 1823089092 at Point Heyer and a 3.36-acre parcel at Corbin Beach. The county also requested a scope clarification to make parcel 2622069080 at Big Beach/Lost Lake a priority target. SCOPE CHANGE ONLY.
2021 Budget: Scope adjustment to adopt the primary targets in the 2021 Vashon Marine Shoreline awards as primary targets in the scope of the past awards for this area. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF KC PINER POINT NAT AREA 1129267

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC FARMLAND EASE ENUMCLAW APD/TDR (WLCF KC FARMLAND ENUM APD/TDR) 1129269

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Multiple parcel farmland preservation project located on the Enumclaw Plateau (14 farms totaling 735 acres) |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,505,000 | ($700,000) | $0 | $0 | $805,000 |
| **Total Budget** | **$1,505,000** | **($700,000)** | **$0** | **$0** | **$805,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | ($700,000) | $0 | $0 | ($700,000) |
| **Total Revenue** | **($700,000)** | **$0** | **$0** | **($700,000)** |

### EXPENSE WLCF KC FARMLAND ENUM APD/TDR 1129269

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $135,240 | $669,760 | $0 | $0 | $0 | $805,000 |
| **Total Expense** | **$135,240** | **$669,760** | **$0** | **$0** | **$0** | **$805,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | ($700,000) | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $237,970 | $523,981 | $1,505,000 | $805,000 |
| **Total** | **$0** | **($462,030)** | **$523,981** | **$1,505,000** | **$805,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $700,000 | ($700,000) | $0 | $0 |
| **Total** | **$700,000** | **($700,000)** | **$0** | **$0** |

## NARRATIVES

WLCF KC FARMLAND ENUM APD/TDR 1129269

### Current Scope

Conservation Futures King County - Enumclaw Agriculture Production District / Transfer of Development Rights: The goal of this project is to preserve prime agricultural lands within the Enumclaw Plateau and Green River Valley Agricultural Production Districts (APDs), and in nearby rural areas important to the farming economy. The continued loss of farms reduces the availability of valuable agricultural soils, and lessens the number farms which can support and maintain the economic basis for healthy agricultural production. This project helps King County to both protect viable farmland and support the broader agricultural economy.

### 1. PROJECT SCOPE

Conservation Futures King County - Enumclaw Agriculture Production District / Transfer of Development Rights: The goal of this project is to preserve prime agricultural lands within the Enumclaw Plateau and Green River Valley Agricultural Production Districts (APDs), and in nearby rural areas important to the farming economy. The continued loss of farms reduces the availability of valuable agricultural soils, and lessens the number farms which can support and maintain the economic basis for healthy agricultural production. This project helps King County to both protect viable farmland and support the broader agricultural economy.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizen Oversight Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

**NARRATIVES** WLCF KC FARMLAND ENUM APD/TDR 1129269

## 4. PROJECT BENEFITS/OUTCOMES

The goal of this project is to preserve prime agricultural lands within the Enumclaw Plateau and Green River Valley Agricultural Production Districts (APDs) to support farming.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Scope clarification to ensure the annual project scope under Farmland Easements Enumclaw APD matches the bond project scope in project for Protecting Farmland-Enumclaw/Green. Net zero-dollar transfer between four annual and bond awards: annual funding out of the Farmland Easements Enumclaw APD project 1129269 and into the Lower Newaukum project 1126743; and transfer bond funding out of the Green River/Newaukum Creek Preservation award and into the Protecting Farmland - Enumclaw/Green award. The Committee recommends these transfers.
2021 Budget: Scope adjustment to adopt the primary targets in the 2021 Protecting Farmland - Enumclaw/Upper Green River Farms awards as primary targets in the scope of the past awards for this area. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** WLCF KC FARMLAND ENUM APD/TDR 1129269

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF AUB WATTS PROPERTY 1129314

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Located along green river Road in Auburn, a 16 acre portion of a 21.85-acre property adjacent to Auburn's Mary Olson Farm. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/17 - 12/31/21 | $111,000 | $0 | $0 | $0 | $111,000 |
| **Total Budget** | **$111,000** | **$0** | **$0** | **$0** | **$111,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF AUB WATTS PROPERTY 1129314

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $111,000 | $0 | $0 | $0 | $111,000 |
| **Total Expense** | **$0** | **$111,000** | **$0** | **$0** | **$0** | **$111,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $111,000 | $0 | $111,000 | $111,000 |
| **Total** | **$0** | **$111,000** | **$0** | **$111,000** | **$111,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF AUB WATTS PROPERTY 1129314

### Current Scope

Conservation Futures Auburn - Watts Property: This project will acquire a 16 acre portion of a 21.85-acre property in Auburn, adjacent to Auburn's Mary Olson Farm. The project will preserve an existing forested canyon. The property is important to the farm as an interpretive area, and acquisition will preserve the high quality habitat on the site.

### 1. PROJECT SCOPE

Conservation Futures Auburn - Watts Property: This project will acquire a 16 acre portion of a 21.85-acre property in Auburn, adjacent to Auburn's Mary Olson Farm. The project will preserve an existing forested canyon. The property is important to the farm as an interpretive area, and acquisition will preserve the high quality habitat on the site.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee o easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

### 4. PROJECT BENEFITS/OUTCOMES

The project will preserve an existing forested canyon.

# Capital Appropriation Proposal



**NARRATIVES** WLCF AUB WATTS PROPERTY 1129314

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The city requested the addition of a parcel 333940058 to the scope, adding 1 acre to an extensive protected corridor along the Green River. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

Alternative would be to abandon project, however that would be unwarranted, because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

City of Auburn

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisitions only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high-priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KNT MCSORLEY CK WTLAND 1132070

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | In Kent, on S. 272nd Street west of Interstate 5. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $34,000 | $184,000 | $0 | $0 | $218,000 |
| **Total Budget** | **$34,000** | **$184,000** | **$0** | **$0** | **$218,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $184,000 | $0 | $0 | $184,000 |
| **Total Revenue** | **$184,000** | **$0** | **$0** | **$184,000** |

### EXPENSE WLCF KNT MCSORLEY CK WTLAND 1132070

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $218,000 | $0 | $0 | $218,000 |
| **Total Expense** | **$0** | **$0** | **$218,000** | **$0** | **$0** | **$218,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $215,605 | $13,601 | $34,000 | $0 |
| **Total** | **$0** | **$215,605** | **$13,601** | **$34,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $34,000 | $184,000 | $218,000 | $0 |
| **Total** | **$34,000** | **$184,000** | **$218,000** | **$0** |

## NARRATIVES

WLCF KNT MCSORLEY CK WTLAND 1132070

### Current Scope

Conservation Futures Kent - McSorley Creek Wetland: The City of Kent proposes to add to the 45 acres of forested wetlands and McSorley Creek stream corridor that they currently own, continuing ongoing land acquisition to protect and restore this wetland system.

### 1. PROJECT SCOPE

Conservation Futures Kent - McSorley Creek Wetland: The City of Kent proposes to add to the 45 acres of forested wetlands and McSorley Creek stream corridor that they currently own, continuing ongoing land acquisition to protect and restore this wetland system.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This wetland complex provides water quality benefits, wildlife habitat, community separator function, and potential trail or viewpoint opportunity within a largely developed area. This corridor contains McSorley Creek, a stream which supports Chinook in its lower reaches near Saltwater State Park, and coho near Pacific Highway and the project site. The proposed acquisition is supported by a several regional organizations such as WRIA 9, King Conservation District, and Rainier Audubon. Kent requests a match waiver on the basis that site meets two of the three criteria to qualify as an “opportunity area” and that the site would provide a meaningful public amenity, and provide environmental education and recreation opportunity to improve quality of life for nearby communities.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban green spaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

# Capital Appropriation Proposal



**NARRATIVES** WLCF KNT MCSORLEY CK WTLAND 1132070

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Addition of three parcels 682800110, 7682800111, and 7682800080, adding 12 acres to the scope located west of the original target. SCOPE CHANGE ONLY.
2021 Budget: The request targets three parcels, 15 acres, owned by one landowner on the southwest side of the wetland and adjacent to an apartment complex. The Committee recommends partial funding in annual dollars and does not approve a match waiver for this project at this time. While there is evidence of support by many regional groups, the Committee would like to see more local community engagement and support for the project, and a plan for future public use of the property and the broader wetland complex as has been proposed by the city. The Committee invites the applicant to reapply for the remaining funding next year after taking the recommended actions to merit a match waiver, which could be applied retroactively to this award.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

City of Kent.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close to home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WLCF KNT MCSORLEY CK WTLAND 1132070

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF SEA NORTHGATE UCP 1132081

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | NE 100th Street and 3rd Ave NE in the Northgate neighborhood of Seattle. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $100,000 | ($100,000) | $0 | $0 | $0 |
| **Total Budget** | **$100,000** | **($100,000)** | **$0** | **$0** | **$0** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | ($100,000) | $0 | $0 | ($100,000) |
| **Total Revenue** | **($100,000)** | **$0** | **$0** | **($100,000)** |

### EXPENSE WLCF SEA NORTHGATE UCP 1132081

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $100,000 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$100,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $100,000 | ($100,000) | $0 | $0 |
| **Total** | **$100,000** | **($100,000)** | **$0** | **$0** |

## NARRATIVES

WLCF SEA NORTHGATE UCP 1132081

### Current Scope

Conservation Fiutures Seattle - Northgate Urban City Park: King County and Seattle have entered into a Cooperative Agreement for the redevelopment of the King County METRO owned Northgate Transit Center park-and-ride lot. It is a goal for the city to acquire a neighborhood park in the Northgate Urban Center near the Sound Transit Station, which will open in 2021. This area is currently underserved for parks, and the city anticipates major population growth in the next decade as the area densifies around the station.

### 1. PROJECT SCOPE

Conservation Fiutures Seattle - Northgate Urban City Park: King County and Seattle have entered into a Cooperative Agreement for the redevelopment of the King County METRO owned Northgate Transit Center park-and-ride lot. It is a goal for the city to acquire a neighborhood park in the Northgate Urban Center near the Sound Transit Station, which will open in 2021. This area is currently underserved for parks, and the city anticipates major population growth in the next decade as the area densifies around the station.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed. At this point there is no imminent project opportunity evident at the site, and if an opportunity were to emerge, additional funding beyond this amount would certainly be needed. The city requests project abandonment at this point, to return project funds to projects that can spend the funding this year.

**NARRATIVES** WLCF SEA NORTHGATE UCP 1132081

## 4. PROJECT BENEFITS/OUTCOMES

This area is currently underserved for parks, and the city anticipates major population growth in the next decade as the area densifies around the station.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): At this point there is no imminent project opportunity evident at the site. The City of Seattle requested project abandonment at this point, to return project funds for reallocation to other projects.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

The project is completed. Reduce budget appropriations to zero.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

The City of Seattle.

## 11. ART ELIGIBILITY

No, this project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close to home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF SEA NORTHGATE UCP 1132081

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC ELLIOTT BDG REACH 1132090

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | North of SR 169, west of 154th Place SE bridge over the Cedar River. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $100,000 | $0 | $0 | $0 | $100,000 |
| **Total Budget** | **$100,000** | **$0** | **$0** | **$0** | **$100,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC ELLIOTT BDG REACH 1132090

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $675 | $99,325 | $0 | $0 | $0 | $100,000 |
| **Total Expense** | **$675** | **$99,325** | **$0** | **$0** | **$0** | **$100,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $100,000 | $34,937 | $100,000 | $100,000 |
| **Total** | **$0** | **$100,000** | **$34,937** | **$100,000** | **$100,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC ELLIOTT BDG REACH 1132090

### Current Scope

Conservation Futures King County – Elliott Bridge Reach: Acquires property to support levee setback projects and habitat restoration near the Elliott Bridge, as well as in other nearby reaches of the Cedar River.

### 1. PROJECT SCOPE

Conservation Futures King County – Elliott Bridge Reach: Acquires property to support levee setback projects and habitat restoration near the Elliott Bridge, as well as in other nearby reaches of the Cedar River.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This reach has been targeted for acquisition and restoration for more than a decade. Long-term goals include removing two levees and restoring habitat in support of Cedar River salmon populations. The Cedar River, with extensive reaches of publicly owned land, supports large mammals such as deer and elk, and a diversity of smaller animals and bird species. The river supports populations of Chinook, Coho, and sockeye salmon, cut-throat and steelhead trout. The Elliott Bridge Reach has significant opportunity to restore habitat as the county is able to remove homes (many of which have been flood risk reduction priorities to acquire) and eventually set back levees to allow more opportunity for river movement and off-channel habitat. The Mitigation Reserves program conducted a large habitat restoration project on the north side of the river in recent years.

### 4. PROJECT BENEFITS/OUTCOMES

This project supports large mammals such as deer and elk, and a diversity of smaller animals and bird species.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Scope clarifications to prioritize several parcels 0922069114, 0922069128, 1522069105, 0422069028, 2023069010, and 2323069065 that were shown in the longer-term scope as primary targets. The county also requested to add three parcels 2085200975, 2085200980, 2085200985., adding 1 acre to the scope. SCOPE CHANGE ONLY.

**NARRATIVES** WLCF KC ELLIOTT BDG REACH 1132090

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close to home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC POINT HEYER 1132093

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Eastern shoreline of central Vashon Island, east of Ridge Road SW. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,057,000 | $0 | $0 | $0 | $1,057,000 |
| **Total Budget** | **$1,057,000** | **$0** | **$0** | **$0** | **$1,057,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC POINT HEYER 1132093

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $140,294 | $449,084 | $467,622 | $0 | $0 | $1,057,000 |
| **Total Expense** | **$140,294** | **$449,084** | **$467,622** | **$0** | **$0** | **$1,057,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,089,567 | $142,256 | $1,057,000 | $589,378 |
| **Total** | **$0** | **$1,089,567** | **$142,256** | **$1,057,000** | **$589,378** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $467,622 | $0 | $467,622 | $0 |
| **Total** | **$467,622** | **$0** | **$467,622** | **$0** |

## NARRATIVES

WLCF KC POINT HEYER 1132093

### Current Scope

Conservation Futures King County – Point Heyer: This project conserves properties in the Point Heyer drift cell on Vashon Island, as well as additional marine shoreline areas on Vashon-Maury Islands.

### 1. PROJECT SCOPE

Conservation Futures King County – Point Heyer: This project conserves properties in the Point Heyer drift cell on Vashon Island, as well as additional marine shoreline areas on Vashon-Maury Islands.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The goal of this project is to preserve 90% (10,500 feet) of marine shoreline along the Point Heyer drift cell, which is one of Vashon's largest intact, unarmored shorelines. This functioning drift cell has regional importance containing saltwater shoreline and one of the few drift cells in Central Puget Sound. The drift cell starts at feeder bluffs at the north end of the island, transporting sediment two miles south to the Point Heyer barrier lagoon/salt marsh. This system is critical to support Puget Sound salmonid populations, supporting forage fish and many other aquatic species. The applicant has secured Ecology and state habitat funding grants to build on past CFT and Parks Levy investments in this area.

### 4. PROJECT BENEFITS/OUTCOMES

This system is critical to support Puget Sound salmonid populations, supporting forage fish and many other aquatic species.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Addition of a 2.8-acre parcel at Point Heyer 3223039160 and a 3.36-acre parcel at Corbin Beach 1823089092. Scope clarification to make a parcel 622069080 at Big Beach/Lost Lake a priority target. SCOPE CHANGE ONLY.
2021 Budget: Scope adjustment to adopt the primary targets in the 2021 Vashon Marine Shoreline awards as primary targets in the scope of the past awards for this area. SCOPE CHANGE ONLY

**NARRATIVES** WLCF KC POINT HEYER 1132093

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

No, this project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close to home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KEN SWAMP CREEK 1133802

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 189xx vicinity of 73rd Ave NE, Kenmore, WA 98028 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $850,000 | $0 | $0 | $0 | $850,000 |
| **Total Budget** | **$850,000** | **$0** | **$0** | **$0** | **$850,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KEN SWAMP CREEK 1133802

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $450,000 | $400,000 | $0 | $0 | $850,000 |
| **Total Expense** | **$0** | **$450,000** | **$400,000** | **$0** | **$0** | **$850,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $850,000 | $0 | $850,000 | $450,000 |
| **Total** | **$0** | **$850,000** | **$0** | **$850,000** | **$450,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $400,000 | $0 | $400,000 | $0 |
| **Total** | **$400,000** | **$0** | **$400,000** | **$0** |

## NARRATIVES

WLCF KEN SWAMP CREEK 1133802

### Current Scope

Conservation Futures Kenmore Swamp Creek: Kenmore proposes to add to dozens of acres already protected along Swamp Creek. City seeks to preserve part of an 83-acre wetland that encompasses the creek corridor in northeast Kenmore, providing community separator and visual relief. This large wetland complex provides important wildlife habitat and water quality benefits to salmonid-bearing Swamp Creek (used primarily by Coho salmon and cutthroat trout, with historic and potential use by chinook). The acquisitions may eventually support a future trail connection that the City envisions in this area, with a goal to link Wallace Swamp Creek Park north of the site and Squire's Landing Park south of the site.

### 1. PROJECT SCOPE

Conservation Futures Kenmore Swamp Creek: Kenmore proposes to add to dozens of acres already protected along Swamp Creek. City seeks to preserve part of an 83-acre wetland that encompasses the creek corridor in northeast Kenmore, providing community separator and visual relief. This large wetland complex provides important wildlife habitat and water quality benefits to salmonid-bearing Swamp Creek (used primarily by Coho salmon and cutthroat trout, with historic and potential use by chinook). The acquisitions may eventually support a future trail connection that the City envisions in this area, with a goal to link Wallace Swamp Creek Park north of the site and Squire's Landing Park south of the site.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

**NARRATIVES** WLCF KEN SWAMP CREEK 1133802

## 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizen Oversight Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

## 4. PROJECT BENEFITS/OUTCOMES

Preserve part of an 83-acre wetland that encompasses the creek corridor in northeast Kenmore, providing community separator and visual relief.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The city requested the addition of a parcel 0114100757 , adding 0.2 acres to connect priority parcels and expand protection of the wetland system. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

City of Kenmore.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

**NARRATIVES** WLCF KEN SWAMP CREEK 1133802

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF SEA COLLEGE ST RAVINE ADD 1133806

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Multiple parcels located south of S. Walker St. in West Seattle, between 50th Ave SW and 48th Ave SW |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $300,000 | ($300,000) | $0 | $0 | $0 |
| **Total Budget** | **$300,000** | **($300,000)** | **$0** | **$0** | **$0** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | ($300,000) | $0 | $0 | ($300,000) |
| **Total Revenue** | **($300,000)** | **$0** | **$0** | **($300,000)** |

### EXPENSE WLCF SEA COLLEGE ST RAVINE ADD 1133806

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $300,000 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$300,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $300,000 | ($300,000) | $0 | $0 |
| **Total** | **$300,000** | **($300,000)** | **$0** | **$0** |

## NARRATIVES

WLCF SEA COLLEGE ST RAVINE ADD 1133806

### Current Scope

Conservation Futures Seattle – College Street Ravine Addition: Seattle seeks to add 0.28 acres in five parcels to the College Street Ravine. These parcels have been longtime targets to consolidate and complete greenbelt ownership. The College Street Ravine is part of the Duwamish Head Greenbelt, an identified preservation priority for Seattle since the 1993 Urban Green Spaces Policy.

### 1. PROJECT SCOPE

Conservation Futures Seattle – College Street Ravine Addition: Seattle seeks to add 0.28 acres in five parcels to the College Street Ravine. These parcels have been longtime targets to consolidate and complete greenbelt ownership. The College Street Ravine is part of the Duwamish Head Greenbelt, an identified preservation priority for Seattle since the 1993 Urban Green Spaces Policy.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The city has negotiated with the two landowners of parcels within this scope. Negotiations have failed. One property sold and the new landowner is unwilling to sell. The other property owner is also unwilling to sell. The city requests project abandonment. The Committee recommends that the funding is transferred out of the project and that the project is closed.

### 4. PROJECT BENEFITS/OUTCOMES

Provide important habitat for many birds and small mammals in a dense urban environment.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The city has been unsuccessful in negotiations with the two landowners of the parcels within this scope. The Committee recommends that funds are transferred out of the project and that the project is closed.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

**NARRATIVES** WLCF SEA COLLEGE ST RAVINE ADD 1133806

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

The project is completed. Reduce budget appropriations to zero.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

The City of Seattle

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF SEA DUWAMISH WATERWAY PARK (WLCF SEA DUWAMISH WATERWAY PK) 1133807

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7900 10th Ave S, Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $550,000 | ($15,000) | $0 | $0 | $535,000 |
| **Total Budget** | **$550,000** | **($15,000)** | **$0** | **$0** | **$535,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | ($15,000) | $0 | $0 | ($15,000) |
| **Total Revenue** | **($15,000)** | **$0** | **$0** | **($15,000)** |

### EXPENSE WLCF SEA DUWAMISH WATERWAY PK 1133807

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $535,000 | $0 | $0 | $0 | $535,000 |
| **Total Expense** | **$0** | **$535,000** | **$0** | **$0** | **$0** | **$535,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $535,000 | $0 | $550,000 | $535,000 |
| **Total** | **$0** | **$535,000** | **$0** | **$550,000** | **$535,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $15,000 | ($15,000) | $0 | $0 |
| **Total** | **$15,000** | **($15,000)** | **$0** | **$0** |

## NARRATIVES

WLCF SEA DUWAMISH WATERWAY PK 1133807

### Current Scope

Conservation Futures Seattle – Duwamish Waterway Park: While Duwamish Waterway Park functions as a Seattle park, the 1.26-acre parcel 732790-1195 that comprises most of the park acreage is actually owned by King County. The City of Seattle is seeking funding to acquire the 1.26-acre parcel from King County,

### 1. PROJECT SCOPE

Conservation Futures Seattle – Duwamish Waterway Park: While Duwamish Waterway Park functions as a Seattle park, the 1.26-acre parcel 732790-1195 that comprises most of the park acreage is actually owned by King County. The City of Seattle is seeking funding to acquire the 1.26-acre parcel from King County,

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizen Oversight Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

### 4. PROJECT BENEFITS/OUTCOMES

The South Park neighborhood in which this park is located has a significant deficit of green space within the community. This park is an important feature in the neighborhood, providing open space to gather and play, and visual and physical access to the river.

# Capital Appropriation Proposal



**NARRATIVES** WLCF SEA DUWAMISH WATERWAY PK 1133807

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The city has purchased this property, and requested that the remaining balance is allocated to the FY 2020 Seattle – Duwamish River Shoreline Acquisition: Unity Electric Award, which is a match waiver project.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Ongoing

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

The City of Seattle

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WLCF SEA DUWAMISH WATERWAY PK 1133807

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC THREE FORKS NA ADD 1133813

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | At the northeast corner of the intersection of 396th Dr SE and SE Reinig Rd, which is north of the City of Snoqualmie |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $60,000 | $70,812 | $0 | $0 | $130,812 |
| **Total Budget** | **$60,000** | **$70,812** | **$0** | **$0** | **$130,812** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $70,812 | $0 | $0 | $70,812 |
| **Total Revenue** | **$70,812** | **$0** | **$0** | **$70,812** |

### EXPENSE WLCF KC THREE FORKS NA ADD 1133813

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $130,812 | $0 | $0 | $130,812 |
| **Total Expense** | **$0** | **$0** | **$130,812** | **$0** | **$0** | **$130,812** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $130,812 | $0 | $60,000 | $0 |
| **Total** | **$0** | **$130,812** | **$0** | **$60,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $60,000 | $70,812 | $130,812 | $0 |
| **Total** | **$60,000** | **$70,812** | **$130,812** | **$0** |

## NARRATIVES

WLCF KC THREE FORKS NA ADD 1133813

### Current Scope

Conservation Futures King County - Three Forks Natural Area Additions: This project would acquire nearly 5 acres of parcel 292408-9032 located on the south side of Reinig Road, contiguous with Three Forks Natural Area. The County would acquire a portion of one larger parcel that would undergo a boundary line adjustment, leaving the north half of the parcel in private ownership and managed for sustainable forestry. The land to be acquired contains a beach along the Snoqualmie River with scenic views of Snoqualmie Valley Trail trestle. This beach is a popular summertime spot for public use, and it would be beneficial for King County Parks to manage the site. The property was identified as potential acquisition in the Three Forks Master Plan. The acquisition would add to the forested riparian habitat preserved at Three Forks Natural Area. The property contains Brockway Creek, which flows south to a slough within Three Forks Natural Area. There is scenic and historic significance to the site, as this portion of Reinig Road is lined with mature sycamores planted early in the 20th century as part of the Snoqualmie Falls mill town located on this parcel.

### 1. PROJECT SCOPE

Conservation Futures King County - Three Forks Natural Area Additions: This project would acquire nearly 5 acres of parcel 292408-9032 located on the south side of Reinig Road, contiguous with Three Forks Natural Area. The County would acquire a portion of one larger parcel that would undergo a boundary line adjustment, leaving the north half of the parcel in private ownership and managed for sustainable forestry. The land to be acquired contains a beach along the Snoqualmie River with scenic views of Snoqualmie Valley Trail trestle. This beach is a popular summertime spot for public use, and it would be beneficial for King County Parks to manage the site. The property was identified as potential acquisition in the Three Forks Master Plan. The acquisition would add to the forested riparian habitat preserved at Three Forks Natural Area. The property contains Brockway Creek, which flows south to a slough within Three Forks Natural Area. There is scenic and historic significance to the site, as this portion of Reinig Road is lined with mature sycamores planted early in the 20th century as part of the Snoqualmie Falls mill town located on this parcel.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC THREE FORKS NA ADD 1133813

## 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizen Oversight Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

## 4. PROJECT BENEFITS/OUTCOMES

The land to be acquired contains a beach along the Snoqualmie River with scenic views of Snoqualmie Valley Trail trestle. This beach is a popular summertime spot for public use, and it would be beneficial for King County Parks to manage the site.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Additional funding to complete acquisition of the project, as the costs increased above the original estimates.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agency involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

**NARRATIVES** WLCF KC THREE FORKS NA ADD 1133813

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC CEDAR RIVER OPP FUND 1133814

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Numerous parcels along the Cedar River north of the City of Maple Valley and southeast of the City of Renton |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $946,639 | $0 | $0 | $0 | $946,639 |
| **Total Budget** | **$946,639** | **$0** | **$0** | **$0** | **$946,639** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC CEDAR RIVER OPP FUND 1133814

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $3,458 | $0 | $0 | $0 | $0 | $3,458 |
| **6 Acquisition** | $28,230 | ($451) | $915,402 | $0 | $0 | $943,181 |
| **Total Expense** | **$31,688** | **($451)** | **$915,402** | **$0** | **$0** | **$946,639** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $8,655 | $0 | $3,458 |
| **6 Acquisition** | $0 | $987,981 | $77,157 | $946,639 | $27,779 |
| **Total** | **$0** | **$987,981** | **$85,812** | **$946,639** | **$31,237** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 |
| **5 Closeout** | ($3,458) | $0 | $0 | ($3,458) |
| **6 Acquisition** | $918,860 | $0 | $915,402 | $3,458 |
| **Total** | **$915,402** | **$0** | **$915,402** | **$0** |

## NARRATIVES

WLCF KC CEDAR RIVER OPP FUND 1133814

### Current Scope

Conservation Futures King County -- Cedar River Land Conservation: This project will acquire land along the Cedar River for fish and wildlife habitat, restoration projects, and passive recreation.

### 1. PROJECT SCOPE

Conservation Futures King County -- Cedar River Land Conservation: This project will acquire land along the Cedar River for fish and wildlife habitat, restoration projects, and passive recreation.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The Cedar River supports Chinook, Coho, and Sockeye salmon, and steelhead and cutthroat trout. The river and riparian zones provide wildlife habitat, and many of the targeted acquisitions will add to acreage already protected in a natural state along the river. Many sites along the Cedar River offer passive recreation opportunity on backcountry trails, easy access off the popular Cedar River Trail, and visual and physical access to the river. This application maps a broad scope with many parcels that will be preserved using a variety of conservation tools including stewardship, current use taxation enrollment, easements, partial fee, or fee acquisition. This proposal builds on and incorporates the scope of past projects that have been focused on various reaches within the Cedar River basin.

### 4. PROJECT BENEFITS/OUTCOMES

This targeted acquisitions will add to acreage already protected in a natural state along the river.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Scope clarifications to prioritize several parcels 0922069114, 0922069128, 1522069105, 0422069028, 2023069010, and 2323069065 that were shown in the longer-term scope as primary targets. The county also requested to add three parcels 2085200975, 2085200980, 2085200985 adding 1 acre to the scope. SCOPE CHANGE ONLY.

**NARRATIVES** WLCF KC CEDAR RIVER OPP FUND 1133814

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agency involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC MOLASSES CREEK 1133816

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Multiple parcels southwest of the intersection at SE 180th St and 140th Ave SE, southeast of the City of Renton |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $25,000 | $0 | $0 | $0 | $25,000 |
| **Total Budget** | **$25,000** | **$0** | **$0** | **$0** | **$25,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC MOLASSES CREEK 1133816

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,117 | $23,883 | $0 | $0 | $0 | $25,000 |
| **Total Expense** | **$1,117** | **$23,883** | **$0** | **$0** | **$0** | **$25,000** |

# Capital Appropriation Proposal



## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $25,675 | $1,117 | $25,000 | $25,000 |
| **Total** | **$0** | **$25,675** | **$1,117** | **$25,000** | **$25,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC MOLASSES CREEK 1133816

### Current Scope

Conservation Futures King County - Molasses Creek: This project proposed to acquire up to five acres of King County Roads properties along Molasses Creek, in unincorporated urban areas east of Renton. Councilmember Reagan Dunn sponsored Motion 14957 which recommends that the Committee give this project priority consideration during the project review process. The 2013 Soos Creek Regional Park Site Management Guidelines generally identified parcels in this area along Molasses Creek as having potential conservation value. Molasses Creek is used by coho and sockeye salmon and cutthroat trout (though use may be limited to the lower reaches downstream of the project site). Conserving wetlands and riparian habitat along the creek can support water quality and quantity in the downstream reaches as it flows to the Cedar River. The southern parcels in the scope are zoned R-6 which theoretically could support six homes per acre, though development would be expected to be constrained by critical areas, the permanently protected mitigation project footprint, and/or stormwater detention areas.

### 1. PROJECT SCOPE

Conservation Futures King County - Molasses Creek: This project proposed to acquire up to five acres of King County Roads properties along Molasses Creek, in unincorporated urban areas east of Renton. Councilmember Reagan Dunn sponsored Motion 14957 which recommends that the Committee give this project priority consideration during the project review process. The 2013 Soos Creek Regional Park Site Management Guidelines generally identified parcels in this area along Molasses Creek as having potential conservation value. Molasses Creek is used by coho and sockeye salmon and cutthroat trout (though use may be limited to the lower reaches downstream of the project site). Conserving wetlands and riparian habitat along the creek can support water quality and quantity in the downstream reaches as it flows to the Cedar River. The southern parcels in the scope are zoned R-6 which theoretically could support six homes per acre, though development would be expected to be constrained by critical areas, the permanently protected mitigation project footprint, and/or stormwater detention areas.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC MOLASSES CREEK 1133816

## 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizen Oversight Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

## 4. PROJECT BENEFITS/OUTCOMES

Conserving wetlands and riparian habitat along the creek can support water quality and quantity in the downstream reaches as it flows to the Cedar River.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The county requested the addition of two parcels 2473360270 and 2723059039 adjacent to the Soos Creek and Molasses Creek corridors, adding 50 acres to the scope. SCOPE CHANGE ONLY.
2021 Budget: Scope addition to adopt the primary targets in the 2021 Soos Creek/Molasses Creek project as primary targets in the scope of this past award. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agency involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

**NARRATIVES** WLCF KC MOLASSES CREEK 1133816

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC SNOQUALMIE VALLEY FARMLAND (WLCF KC SNOQUALMIE VALLEY FARM) 1133819

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Multiple parcels in the Snoqualmie Valley Agricultural Production District (14 farms totaling 950 acres) |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $500,000 | $0 | $0 | $0 | $500,000 |
| **Total Budget** | **$500,000** | **$0** | **$0** | **$0** | **$500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC SNOQUALMIE VALLEY FARM 1133819

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $237,405 | $262,595 | $0 | $0 | $0 | $500,000 |
| **Total Expense** | **$237,405** | **$262,595** | **$0** | **$0** | **$0** | **$500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $500,018 | $237,756 | $500,000 | $500,000 |
| **Total** | **$0** | **$500,018** | **$237,756** | **$500,000** | **$500,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC SNOQUALMIE VALLEY FARM 1133819

### Current Scope

Conservation Futures King County - Snoqualmie Valley Farmland: The goal of this project is to preserve prime agricultural lands within the Snoqualmie Valley Agricultural Production District (APD) and in nearby rural areas important to the farming economy. The continued loss of farms reduces the availability of valuable agricultural soils, and lessens the number farms which can support and maintain the economic basis for healthy agricultural production. This project helps King County to both protect viable farmland and support the broader agricultural economy. The matching funds for the project are Transfer of Development Rights funds.

### 1. PROJECT SCOPE

Conservation Futures King County - Snoqualmie Valley Farmland: The goal of this project is to preserve prime agricultural lands within the Snoqualmie Valley Agricultural Production District (APD) and in nearby rural areas important to the farming economy. The continued loss of farms reduces the availability of valuable agricultural soils, and lessens the number farms which can support and maintain the economic basis for healthy agricultural production. This project helps King County to both protect viable farmland and support the broader agricultural economy. The matching funds for the project are Transfer of Development Rights funds.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizen Oversight Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC SNOQUALMIE VALLEY FARM 1133819

## 4. PROJECT BENEFITS/OUTCOMES

This project helps King County to both protect viable farmland and support the broader agricultural economy.

## 5. BUDGET REQUEST BASIS

2021 Budget: Scope adjustment to adopt the primary targets in the 2021 Protecting Farmland - Snoqualmie and Vicinity Farm awards as primary targets in the scope of the past awards for this area. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agency involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF KC SNOQUALMIE VALLEY FARM 1133819

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC VASHON MAURY ISL FARMLAND (WLCF KC VASHON MAURY ISL FARM) 1133820

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Multiple parcels on Vashon and Maury Islands (10 farms totaling 104 acres) |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $300,000 | $0 | $0 | $0 | $300,000 |
| **Total Budget** | **$300,000** | **$0** | **$0** | **$0** | **$300,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC VASHON MAURY ISL FARM 1133820

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $144,576 | $0 | $155,424 | $0 | $0 | $300,000 |
| **Total Expense** | **$144,576** | **$0** | **$155,424** | **$0** | **$0** | **$300,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $304,663 | $145,986 | $300,000 | $144,576 |
| **Total** | **$0** | **$304,663** | **$145,986** | **$300,000** | **$144,576** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $155,424 | $0 | $155,424 | $0 |
| **Total** | **$155,424** | **$0** | **$155,424** | **$0** |

## NARRATIVES

WLCF KC VASHON MAURY ISL FARM 1133820

### Current Scope

Conservation Futures King County - Vashon-Maury Island Farmland: This project seeks to preserve agricultural lands on Vashon and Maury Islands where there are clusters of agricultural land uses and which are important to the farming economy. The continued loss of farms reduces the availability of valuable agricultural soils, and lessens the number farms which can support and maintain the economic basis for healthy agricultural production. This project helps King County to both protect viable farmland and support the broader agricultural economy. Farmlands in the rural area may be more vulnerable to conversion to other land uses than farms protected with agricultural zoning in the APDs. The matching funds for the project are Transfer of Development Rights funds.

### 1. PROJECT SCOPE

Conservation Futures King County - Vashon-Maury Island Farmland: This project seeks to preserve agricultural lands on Vashon and Maury Islands where there are clusters of agricultural land uses and which are important to the farming economy. The continued loss of farms reduces the availability of valuable agricultural soils, and lessens the number farms which can support and maintain the economic basis for healthy agricultural production. This project helps King County to both protect viable farmland and support the broader agricultural economy. Farmlands in the rural area may be more vulnerable to conversion to other land uses than farms protected with agricultural zoning in the APDs. The matching funds for the project are Transfer of Development Rights funds.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC VASHON MAURY ISL FARM 1133820

## 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizen Oversight Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

## 4. PROJECT BENEFITS/OUTCOMES

This project helps King County to both protect viable farmland and support the broader agricultural economy.

## 5. BUDGET REQUEST BASIS

2021 Budget: Scope addition to add 3023039063, 1522939030, 1522039077, 1522039029, and 1522039031 as primary targets. SCOPE CHANGE ONLY.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agency involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

**NARRATIVES** WLCF KC VASHON MAURY ISL FARM 1133820

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC MASTER 2020 BOND 1134923

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | WLCF KC MASTER 2020 BOND |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $34,000,000 | $0 | $0 | $0 | $34,000,000 |
| **Total Budget** | **$34,000,000** | **$0** | **$0** | **$0** | **$34,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC MASTER 2020 BOND 1134923

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $1,356,004 | $0 | $0 | $0 | $0 | $1,356,004 |
| **6 Acquisition** | $10,889,853 | $13,800,695 | $7,000,000 | $0 | $0 | $31,690,548 |
| **Total Expense** | **$12,245,857** | **$13,800,695** | **$7,000,000** | **$0** | **$0** | **$33,046,552** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $1,356,004 | $0 | $1,356,004 |
| **6 Acquisition** | $0 | $35,000,000 | $12,490,312 | $34,000,000 | $24,690,548 |
| **Total** | **$0** | **$35,000,000** | **$13,846,316** | **$34,000,000** | **$26,046,552** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 |
| **5 Closeout** | ($1,356,004) | $0 | $0 | ($1,356,004) |
| **6 Acquisition** | $9,309,452 | $0 | $7,000,000 | $2,309,452 |
| **Total** | **$7,953,448** | **$0** | **$7,000,000** | **$953,448** |

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC MASTER 2020 BOND 1134923

## Current Scope

Conservation Futures King County Master - Conservation Futures King County Master - 2020 CFT Bond Allocation: This project represents conservation futures acquisition projects that are financed using bond funding. Funds will be spent consistent with the bond funding recommendations in the Conservation Futures Advisory Committee “Recommendations for the Allocation of 2020 Conservation Futures and Parks Levy Open Space Acquisition Funding" Report.

The following projects will be funded:
*Des Moines - Midway Park Expansion
*Issaquah - Bergsma Acquisition
*Kent - Upper Mill Creek Canyon Expansion
*Normandy Park - Beaconsfield Nearshore
*Sammamish - Beaton Hill Park
*Sammamish - George Davis Creek Fish Passage
*SeaTac - Des Moines Creek Park
*Seattle - Thornton Creek: North Branch
*Shoreline - 185th Street Open Space Acquisition
*Shoreline - Paramount Park Open Space Acquisition III
*Tukwila - Duwamish River Habitat Corridor
*Forterra - Windy Ridge
*Si View Park District - Community Park at Exit 32
*Si View Park District - Edgewick Trail Connection;

And the following projects sponsored by King County:
*Fall City Open Space
*Mitchell Hill Forest Additions
*Moss Lake Natural Area Additions
*Patterson Creek
*Raging River Natural Area
*Snoqualmie at Fall City
*Bear Creek Basin Conservation Initiative
*Cedar River Land Conservation
*Cedar River Mitigation Reserves Program
*Cougar Mountain Regional Wildland Park Additions
*Crow Marsh Natural Area
*Evans Creek/Emerald Necklace TDR
*Issaquah Creek Headwaters Protection
*Bass Lake Complex Acquisition
*Black Diamond Open Space
*Green River/Newaukum Creek Preservation
*Lower Soos Creek Protection
*Shadow Lake Natural Area
*South King County Forest
*Upland Forests & Trail Connections - Vashon/Maury
*Vashon Island Marine Shoreline
*Protecting Farmland - Enumclaw/Green
*Protecting Farmland - Snoqualmie/Vicinity
*Protecting Farmland - Vashon/Maury

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC MASTER 2020 BOND 1134923

## 1. PROJECT SCOPE

Conservation Futures King County Master - Conservation Futures King County Master - 2020 CFT Bond Allocation: This project represents conservation futures acquisition projects that are financed using bond funding. Funds will be spent consistent with the bond funding recommendations in the Conservation Futures Advisory Committee “Recommendations for the Allocation of 2020 Conservation Futures and Parks Levy Open Space Acquisition Funding" Report.

The following projects will be funded:
*Des Moines - Midway Park Expansion
*Issaquah - Bergsma Acquisition
*Kent - Upper Mill Creek Canyon Expansion
*Normandy Park - Beaconsfield Nearshore
*Sammamish - Beaton Hill Park
*Sammamish - George Davis Creek Fish Passage
*SeaTac - Des Moines Creek Park
*Seattle - Thornton Creek: North Branch
*Shoreline - 185th Street Open Space Acquisition
*Shoreline - Paramount Park Open Space Acquisition III
*Tukwila - Duwamish River Habitat Corridor
*Forterra - Windy Ridge
*Si View Park District - Community Park at Exit 32
*Si View Park District - Edgewick Trail Connection;

And the following projects sponsored by King County:
*Fall City Open Space
*Mitchell Hill Forest Additions
*Moss Lake Natural Area Additions
*Patterson Creek
*Raging River Natural Area
*Snoqualmie at Fall City
*Bear Creek Basin Conservation Initiative
*Cedar River Land Conservation
*Cedar River Mitigation Reserves Program
*Cougar Mountain Regional Wildland Park Additions
*Crow Marsh Natural Area
*Evans Creek/Emerald Necklace TDR
*Issaquah Creek Headwaters Protection
*Bass Lake Complex Acquisition
*Black Diamond Open Space
*Green River/Newaukum Creek Preservation
*Lower Soos Creek Protection
*Shadow Lake Natural Area
*South King County Forest
*Upland Forests & Trail Connections - Vashon/Maury
*Vashon Island Marine Shoreline
*Protecting Farmland - Enumclaw/Green
*Protecting Farmland - Snoqualmie/Vicinity
*Protecting Farmland - Vashon/Maury

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC MASTER 2020 BOND 1134923

## 2. PROGRAMMATIC PROJECT DISCUSSION

Projects included in this program are urban greenspaces in cites, including Des Moines, Issaquah, Kent, Sammamish, Seattle, Shoreline, and Tukwila - as well as saltwater shoreline preservation in Normandy Park, and adding to the regional Des Moines Creek Park in SeaTac. Projects in the unincorporated area include preserving working farmlands in Agricultural Production Districts and the rural area; preserving working forest lands in the Skykomish, Tolt, and Green River basins; acquiring new open spaces or adding to existing open spaces throughout the region such as along Bear Creek, the Cedar River, Issaquah Creek, the Green River, and on Vashon Island.

## 3. PROJECT JUSTIFICATION

The King County Land Conservation Initiative identified the need to acquire open spaces throughout the county; available funding was a key limiting factor in the pace of land conservation. Ordinance 18774 in 2018 adopted a tool to accelerate the pace of land conservation by increasing the degree of bonding for land conservation, backed by conservation future revenues. The supplemental appropriation request increases the amount of bond funds from $24 million to $35 million, as supported by the Conservation Futures Advisory Committee "Recommendations for the Allocation of 2020 Conservation Futures and Parks Levy Open Space Acquisition Funds" Report. The request will allow funding of acquisitions in this award cycle, rather than delaying the purchase for 1-2 years into future award cycles risking the loss of acquisition opportunity. This project implements the goals of the Land Conservation Initiative, accelerating the pace of acquisition of natural lands, urban greenspaces, farmlands, forest lands, and other open spaces throughout the county.

## 4. PROJECT BENEFITS/OUTCOMES

Project benefits include additional land acquisitions than would be possible using only annual funding, resulting in more acquisitions in cities and the unincorporated county. Projects include urban greenspaces in cites, including Des Moines, Issaquah, Kent, Sammamish, Seattle, Shoreline, and Tukwila - as well as saltwater shoreline preservation in Normandy Park, and adding to the regional Des Moines Creek Park in SeaTac. Projects in the unincorporated area include preserving working farmlands in Agricultural Production Districts and the rural area; preserving working forest lands in the Skykomish, Tolt, and Green River basins; acquiring new open spaces or adding to existing open spaces throughout the region such as along Bear Creek, the Cedar River, Issaquah Creek, the Green River, and on Vashon Island.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020 Reallocation): Cedar River Mitigation Reserves, Green River/Newaukum Creek Preservation, 185th Street Open Space Acq (bond account), Preserving Farmland - Enumclaw/Green, Patterson Creek Natural Area, Bear Creek, Cedar River, Green/Newaukum, and Vashon Island Marine Shoreline all 2020 bond funds (See Attachment A and the Conservation Futures Advisory Committee March 31, 2020 Annual Project Progress Report for details).

2021 Budget Scope Change: Des Moines - Midway Park, Cougar Mountain, Bear Creek (various), Green River/Newaukum various, Vashon Marine Shoreline (various), Farmland - Enumclaw/Green River, Farmland - Snoqualmie/Vicinity, and Farmland– Vashon, and Si View Park District & North Bend – Community Park at Exit 32 all 2020 bond funds (See Attachment B and the Conservation Futures Advisory Committee June 19, 2020 Allocation Report for details).

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by bonds, on a reimbursement basis. Initial expenditures will be made from conservation futures cash and/or interfund loans.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This funding will provide funding to King County DNRP to purchase easements and fee lands. Most acquisitions will enter the King County Parks inventory; the proposed King County Parks Levy anticipates an accelerated pace of acquisitions. Properties or easements will also enter the WLRD inventory, in the farmland or transfer of development rights programs. This funding will provide funding to King County DNRP to purchase easements and fee lands, properties owned in fee will require ongoing maintenance in the owning program. Many of these acquisitions will enter the King County Parks inventory; the proposed King County Parks Levy anticipates an accelerated pace of acquisitions. Properties or easements will also enter the WLRD inventory, in the farmland or transfer of development rights programs.

## 8. PROJECT STATUS

Ongoing project.

**NARRATIVES** WLCF KC MASTER 2020 BOND 1134923

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, eligibility for bond funding, among other factors. An alternative to funding could be to not fund the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

Funds are recommended for acquisitions by King County DNRP (the Water and Land Resources Division and the Parks and Recreation Division), by cities (Des Moines, Issaquah, Kent, Normandy Park, Sammamish, SeaTac, Seattle, Shoreline, Tukwila), by Si View Park District, and by the non-profit Forterra.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project contains projects in Des Moines, Shoreline, and Tukwila that were granted a match waiver as they provide additional green spaces in underserved communities. More broadly, this project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC CFT DEBT SERVICE PYMTS 1134983

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $17,731,369 | $20,006,387 | $24,637,180 | $27,502,671 | $89,877,607 |
| **Total Budget** | **$17,731,369** | **$20,006,387** | **$24,637,180** | **$27,502,671** | **$89,877,607** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $20,006,387 | $24,637,180 | $27,502,671 | $72,146,238 |
| **Total Revenue** | **$20,006,387** | **$24,637,180** | **$27,502,671** | **$72,146,238** |

### EXPENSE WLCF KC CFT DEBT SERVICE PYMTS 1134983

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $8,575,505 | $8,855,130 | $20,006,387 | $24,637,180 | $27,502,671 | $89,576,873 |
| **Total Expense** | **$8,575,505** | **$8,855,130** | **$20,006,387** | **$24,637,180** | **$27,502,671** | **$89,576,873** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $66,991,010 | $14,810,084 | $17,731,369 | $17,430,635 |
| **Total** | **$0** | **$66,991,010** | **$14,810,084** | **$17,731,369** | **$17,430,635** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $300,734 | $20,006,387 | $20,006,387 | $300,734 |
| **Total** | **$300,734** | **$20,006,387** | **$20,006,387** | **$300,734** |

## NARRATIVES

WLCF KC CFT DEBT SERVICE PYMTS 1134983

### Current Scope

Conservation Futures King County - Debt Service Payments: This project holds budget appropriations for the payment of prior and proposed debt obligations related to the fund.

### 1. PROJECT SCOPE

Conservation Futures King County - Debt Service Payments: This project holds budget appropriations for the payment of prior and proposed debt obligations related to the fund.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC CFT DEBT SERVICE PYMTS 1134983

## 5. BUDGET REQUEST BASIS

Conservation Futures debt service payments 2021 through 2022.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close to home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF COV JENKINS CREEK PK EXPANSION (WLCF COV JENKINS CK PK EXP) 1136799

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | SW adjacent to Jenkins Creek Park, east of SE Wax Rd roundabout |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $375,000 | $420,000 | $0 | $0 | $795,000 |
| **Total Budget** | **$375,000** | **$420,000** | **$0** | **$0** | **$795,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $420,000 | $0 | $0 | $420,000 |
| **Total Revenue** | **$420,000** | **$0** | **$0** | **$420,000** |

### EXPENSE WLCF COV JENKINS CK PK EXP 1136799

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $795,000 | $0 | $0 | $795,000 |
| **Total Expense** | **$0** | **$0** | **$795,000** | **$0** | **$0** | **$795,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $795,000 | $0 | $375,000 | $0 |
| **Total** | **$0** | **$795,000** | **$0** | **$375,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $375,000 | $420,000 | $795,000 | $0 |
| **Total** | **$375,000** | **$420,000** | **$795,000** | **$0** |

## NARRATIVES

WLCF COV JENKINS CK PK EXP 1136799

### Current Scope

Conservation Futures Covington – Jenkins Creek Park Expansion: The City of Covington's project will improve visibility and access to Jenkins Creek Park and help create a main park entrance and parking lot off SE Wax Road.

### 1. PROJECT SCOPE

Conservation Futures Covington – Jenkins Creek Park Expansion: The City of Covington's project will improve visibility and access to Jenkins Creek Park and help create a main park entrance and parking lot off SE Wax Road.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This acquisition will further goals for improved access, stream corridor, and habitat restoration that emerged from the 2018 Jenkins Creek Park Master Plan – which also recognized the importance of preserving and enhancing culturally significant prairie habitat in the park. The acquisition also builds on the city's broader vision to create a natural area/greenbelt and trail corridor through the city along Jenkins Creek.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban green spaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

**NARRATIVES** WLCF COV JENKINS CK PK EXP 1136799

## 5. BUDGET REQUEST BASIS

2021 Budget: Acquire a 1.95-acre parcel on the western edge of Jenkins Creek Park. The project received a 2020 award also which will be matched with funds the city is seeking from the Washington State Recreation and Conservation Office (RCO) that should be awarded in July 2021. As the proposed parking lot will exceed CFT's 15% limit on non-vegetative impervious surfaces, the city would need to record a CFT covenant on a proportionate amount of Jenkins Creek Park adjacent to the target parcel in order to comply with the 15% limit (the park is currently unencumbered with a conservation deed restriction). The Committee recommends full funding and suggests that the portion of Jenkins Creek Park encumbered with CFT covenants should be adjacent to the newly acquired property.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Ongoing project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

City of Covington.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF COV JENKINS CK PK EXP 1136799

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KIR CEDAR CREEK KC PARCEL (WLCF KIR CEDAR CK KC PARCEL) 1136836

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Along 100 Ave NE, before NE 142nd Pl on the East side |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $139,225 | $30,000 | $0 | $0 | $169,225 |
| **Total Budget** | **$139,225** | **$30,000** | **$0** | **$0** | **$169,225** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $30,000 | $0 | $0 | $30,000 |
| **Total Revenue** | **$30,000** | **$0** | **$0** | **$30,000** |

### EXPENSE WLCF KIR CEDAR CK KC PARCEL 1136836

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $169,225 | $0 | $0 | $169,225 |
| **Total Expense** | **$0** | **$0** | **$169,225** | **$0** | **$0** | **$169,225** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $169,225 | $0 | $139,225 | $0 |
| **Total** | **$0** | **$169,225** | **$0** | **$139,225** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $139,225 | $30,000 | $169,225 | $0 |
| **Total** | **$139,225** | **$30,000** | **$169,225** | **$0** |

## NARRATIVES

WLCF KIR CEDAR CK KC PARCEL 1136836

### Current Scope

Conservation Futures Kirkland – Cedar Creek Park King County Parcel: This project will acquire vacant property that includes a portion of Cedar Creek, a major Juanita Creek tributary.

### 1. PROJECT SCOPE

Conservation Futures Kirkland – Cedar Creek Park King County Parcel: This project will acquire vacant property that includes a portion of Cedar Creek, a major Juanita Creek tributary.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Successful acquisition will provide opportunities for instream and riparian habitat restoration, and will prevent additional negative stormwater impacts on the creek from site development. Kirkland will be purchasing the property from King County Roads, and will be dedicating the western 20 feet along 100th Ave NE to multimodal transportation use (outside the footprint of where CFT funding will be applied).

### 4. PROJECT BENEFITS/OUTCOMES

This project will provide opportunities for instream and riparian habitat restoration, and will prevent additional negative stormwater impacts on the creek from site development.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Allocation of additional funding into the project to cover increased cost to purchase the eligible portion of the site.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

**NARRATIVES** WLCF KIR CEDAR CK KC PARCEL 1136836

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, eligibility for bond funding, among other factors. An alternative to funding could be to not fund the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

City of Kirkland

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. This is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC URBAN GREENSPACE WHITE CENTER (MW) (WLCF KC URB GSPC WHITE CT (MW)) 1136845

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West of Renton Ave S, SW of Lakeridge Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,000,000 | $0 | $0 | $0 | $1,000,000 |
| **Total Budget** | **$1,000,000** | **$0** | **$0** | **$0** | **$1,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC URB GSPC WHITE CT (MW) 1136845

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $113 | $999,887 | $0 | $0 | $0 | $1,000,000 |
| **Total Expense** | **$113** | **$999,887** | **$0** | **$0** | **$0** | **$1,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,000,113 | $362,966 | $1,000,000 | $1,000,000 |
| **Total** | **$0** | **$1,000,113** | **$362,966** | **$1,000,000** | **$1,000,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

WLCF KC URB GSPC WHITE CT (MW) 1136845

### Current Scope

Conservation Futures King County – Urban Greenspace White Center: This project will acquire forested property in the White Center/Glendale neighborhood.

### 1. PROJECT SCOPE

Conservation Futures King County – Urban Greenspace White Center: This project will acquire forested property in the White Center/Glendale neighborhood.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project helps to increase public green space in unincorporated urban communities. This five-acre parcel is adjacent to an apartment complex and contains forest and wetlands. The site could offer opportunity for trails through the site and educational or interpretive opportunity (e.g., with nearby schools). The applicant has received support for the proposal at the North Highline Unincorporated Area Council.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Addition of several parcels adjacent to Skyway Park eligible for a match waiver in keeping with the awarded funds in the Urban Greenspace project. The Committee determined that parcels 781280 -1988, -1987, -1975, -1989 are located in an opportunity area, and approved addition of these parcel to the scope of the match waiver project. SCOPE ONLY CHANGE.

**NARRATIVES** WLCF KC URB GSPC WHITE CT (MW) 1136845

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agency involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The project adds open space in a neighborhood with an open space deficit, and with a diverse population living nearby. This is the only match waiver application in 2019 that meets all three criteria for an automatic match waiver (i.e., property is in a qualifying census tract for income and health, and in a neighborhood that does not have an existing park, trail, or greenspace within ¼ mile).

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC VASHON MARINE SHORELINE (WLCF KC VASHON MARINE SHORE) 1136846

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Between Lost Lake Natural Areas, far east of Vashon Hwy SW |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,221,000 | $0 | $0 | $0 | $1,221,000 |
| **Total Budget** | **$1,221,000** | **$0** | **$0** | **$0** | **$1,221,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC VASHON MARINE SHORE 1136846

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $821,000 | $400,000 | $0 | $0 | $1,221,000 |
| **Total Expense** | **$0** | **$821,000** | **$400,000** | **$0** | **$0** | **$1,221,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $1,221,000 | $45,002 | $1,221,000 | $821,000 |
| **Total** | **$0** | **$1,221,000** | **$45,002** | **$1,221,000** | **$821,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $400,000 | $0 | $400,000 | $0 |
| **Total** | **$400,000** | **$0** | **$400,000** | **$0** |

## NARRATIVES

WLCF KC VASHON MARINE SHORE 1136846

### Current Scope

Conservation Futures King County -- Vashon Island Marine Shoreline: This project will conserve Vashon Island marine shorelines, protecting ecologically intact parcels and purchasing developed shoreline for future restoration opportunities.

### 1. PROJECT SCOPE

Conservation Futures King County -- Vashon Island Marine Shoreline: This project will conserve Vashon Island marine shorelines, protecting ecologically intact parcels and purchasing developed shoreline for future restoration opportunities.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project has regionally significant impacts, providing benefits to juvenile and adult salmonids from several watersheds, and to species at all levels of the food chain from forage fish and shellfish to orcas. This is a new project which builds on and incorporates the scope of past projects to conserve Vashon Island marine shoreline. This year's proposal focuses on two primary areas, Big Beach and Dockton, both part of the Maury Island Aquatic Reserve and bordering Quartermaster Harbor. Other focus areas include Point Heyer, Piner Point, and Spring Beach

### 4. PROJECT BENEFITS/OUTCOMES

Protecting ecologically intact parcels and purchasing developed shoreline for future restoration opportunities.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Addition of a 2.8-acre parcel at Point Heyer and a 3.36-acre parcel at Corbin Beach 3223039160 and 1823089092. The county also requested a scope clarification to make a parcel 2622069080 at Big Beach/Lost Lake a priority target. SCOPE CHANGE ONLY.
2021 Budget: Scope adjustment to adopt the primary targets in the 2021 Vashon Marine Shoreline awards as primary targets in the scope of the past awards for this area. SCOPE CHANGE ONLY.

**NARRATIVES** WLCF KC VASHON MARINE SHORE 1136846

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agency involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC VASHON STREAMS & ESTUARIES (WLCF KC VASH STREAMS & ESTS) 1136847

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | South of SW Pohl Rd, west of Vashon Hwy SW |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $250,000 | $0 | $0 | $0 | $250,000 |
| **Total Budget** | **$250,000** | **$0** | **$0** | **$0** | **$250,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC VASH STREAMS & ESTS 1136847

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $125,000 | $125,000 | $0 | $0 | $250,000 |
| **Total Expense** | **$0** | **$125,000** | **$125,000** | **$0** | **$0** | **$250,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $253,750 | $0 | $250,000 | $125,000 |
| **Total** | **$0** | **$253,750** | **$0** | **$250,000** | **$125,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $125,000 | $0 | $125,000 | $0 |
| **Total** | **$125,000** | **$0** | **$125,000** | **$0** |

## NARRATIVES

WLCF KC VASH STREAMS & ESTS 1136847

### Current Scope

Conservation Futures King County -- Vashon Island Streams and Estuaries: This project will conserve pocket estuaries and stream corridors on Vashon Island.

### 1. PROJECT SCOPE

Conservation Futures King County -- Vashon Island Streams and Estuaries: This project will conserve pocket estuaries and stream corridors on Vashon Island.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Pocket estuaries represent important shoreline habitat, providing refuge areas for juvenile salmonids and comprising the initial corridor critical for fish passage to upstream reaches. The focus of this project is on estuaries at Tahlequah and Tsugwalla Creeks, and the estuary and stream corridor of Judd Creek.

### 4. PROJECT BENEFITS/OUTCOMES

This project will conserve pocket estuaries and stream corridors on Vashon Island.

### 5. BUDGET REQUEST BASIS

2021 Budget: Scope clarification to prioritize 072203-9039, 012202-9092, 072203-9158, 072203-9167, 072203-9017 as primary targets this past award. SCOPE CHANGE ONLY.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

**NARRATIVES** WLCF KC VASH STREAMS & ESTS 1136847

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Initial award to project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agency involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF SEA DUWAMISH RIVER SHORELINE UNITY ELECTRIC (MW) (WLCF SEA DUWAM UNITY EL (MW)) 1136849

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | NW of 10th Ave S & S Elmgrove St. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,000,000 | $15,000 | $0 | $0 | $1,015,000 |
| **Total Budget** | **$1,000,000** | **$15,000** | **$0** | **$0** | **$1,015,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $15,000 | $0 | $0 | $15,000 |
| **Total Revenue** | **$15,000** | **$0** | **$0** | **$15,000** |

### EXPENSE WLCF SEA DUWAM UNITY EL (MW) 1136849

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $1,015,000 | $0 | $0 | $1,015,000 |
| **Total Expense** | **$0** | **$0** | **$1,015,000** | **$0** | **$0** | **$1,015,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $1,015,000 | $0 | $1,000,000 | $0 |
| **Total** | **$0** | **$1,015,000** | **$0** | **$1,000,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,000,000 | $15,000 | $1,015,000 | $0 |
| **Total** | **$1,000,000** | **$15,000** | **$1,015,000** | **$0** |

## NARRATIVES

WLCF SEA DUWAM UNITY EL (MW) 1136849

### Current Scope

Conservation Futures Seattle – Duwamish River Shoreline Unity Electric Award: This project will acquire a parcel immediately east of Duwamish Waterway Park, adding habitat restoration potential and expanded community experience of the river and park.

### 1. PROJECT SCOPE

Conservation Futures Seattle – Duwamish River Shoreline Unity Electric Award: This project will acquire a parcel immediately east of Duwamish Waterway Park, adding habitat restoration potential and expanded community experience of the river and park.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The acquisition of this property would allow for the expansion of Duwamish Waterway Park including shoreline restoration, use of the property for community and cultural events, and river access. This project has regional significance as it adds to shoreline protection and enhancement along the Duwamish River. These acquisitions would achieve significant habitat enhancement by turning grayscape to greenscape along the river shoreline.

### 4. PROJECT BENEFITS/OUTCOMES

Expansion of Duwamish Waterway Park including shoreline restoration and use of the property for community and cultural events, and river access.

### 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The city of Seattle is working to acquire the Unity Electric target parcel, and requested that the extra funds from Duwamish Waterway Park project next door be transferred to this target parcel which has a match waiver.

### 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

**NARRATIVES** WLCF SEA DUWAM UNITY EL (MW) 1136849

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will add to the open space available to the South Park neighborhood which experiences a general deficit of green space. This census tract is in the lowest 1/3 of census tracts for income and the highest 1/3 of census tracts for hospitalization rates. The property is located along the Duwamish River, the most geographically significant feature of the neighborhood. The location may be part of a Riverwalk Trail that extends along the Duwamish through South Park.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC MASTER 2021 BOND 1137238

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | WLCF KC MASTER 2021 BOND |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $25,000,036 | $0 | $0 | $0 | $25,000,036 |
| **Total Budget** | **$25,000,036** | **$0** | **$0** | **$0** | **$25,000,036** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE WLCF KC MASTER 2021 BOND 1137238

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $25,000,000 | $0 | $0 | $25,000,000 |
| **Total Expense** | **$0** | **$0** | **$25,000,000** | **$0** | **$0** | **$25,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $25,000,036 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$25,000,036** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $25,000,036 | $0 | $25,000,000 | $36 |
| **Total** | **$25,000,036** | **$0** | **$25,000,000** | **$36** |

## NARRATIVES WLCF KC MASTER 2021 BOND 1137238

### Current Scope

Conservation Futures King County Master - 2021 CFT Bond Project: This account represents conservation futures acquisition projects that are financed using bond funding. Funds will be spent consistent with the bond funding recommendations in the Conservation Futures Advisory Committee reports.

### 1. PROJECT SCOPE

Conservation Futures King County Master - 2021 CFT Bond Project: This account represents conservation futures acquisition projects that are financed using bond funding. Funds will be spent consistent with the bond funding recommendations in the Conservation Futures Advisory Committee reports.

### 2. PROGRAMMATIC PROJECT DISCUSSION

This project represents conservation futures acquisition projects that are financed using bond funding.

### 3. PROJECT JUSTIFICATION

The King County Land Conservation Initiative identified the need to acquire open spaces throughout the county; available funding was a key limiting factor in the pace of land conservation. Ordinance 18774 in 2018 adopted a tool to accelerate the pace of land conservation by increasing the degree of bonding for land conservation, backed by conservation future revenues. Last year, an initial 2020 bond project #1134923 included $35 million in bond-backed funds. This year the 2021 bond project includes $25 million in bond-backed funds. Using bond financing will allow funding of acquisitions in this award cycle, rather than delaying the purchase for several years if relying on annual funding streams and risking the loss of acquisition opportunity. This project implements the goals of the Land Conservation Initiative, accelerating the pace of acquisition of natural lands, urban greenspaces, farmlands, forest lands, and other open spaces throughout the county.

**NARRATIVES** WLCF KC MASTER 2021 BOND 1137238

## 4. PROJECT BENEFITS/OUTCOMES

Project benefits include additional land acquisitions than would be possible using only annual funding, resulting in more acquisitions in cities and the unincorporated county. Projects include urban greenspaces in Des Moines, Mercer Island, Renton, Seattle, and Snoqualmie, as well as in the urban unincorporated areas in White Center and between Federal Way and Auburn. Projects in the unincorporated area include preserving working farmlands in Agricultural Production Districts and the rural area; protecting saltwater shoreline on Vashon-Maury Island; and acquiring new open spaces or adding to existing open spaces throughout the region such as Bear Creek, Cougar Mountain, Raging River, the Green River, the Enumclaw forested foothills, and Vashon-Maury Island.

## 5. BUDGET REQUEST BASIS

2021 Budget: Des Moines – Midway Park Expansion, GROW/Seattle Dept. of Neighborhoods – Ballard P-Patch, Historic Seattle/Seattle Parks – Turner-Koepf House and Garden, King County – Lake to Sound Trail, Mercer Island – Mercer Island I-90 Boat Launch Addition, Renton – May Creek Fawcett ROFR, Seattle – East Duwamish Greenbelt – South Chicago Street, Snoqualmie – Snoqualmie Riverfront Reach Acquisitions, King County – Carnation Marsh, King County – Griffin Creek Natural Area, King County -- Raging River, King County– Upper Preston in Raging River, King County – Cougar Mountain Additions King County – Middle Bear and Cottage Lake Creek, King County -- Soos Creek Park/Molasses Creek, King County – Bass Lake Complex Acquisition Preservation, King County – Green River/Newaukum Creek Preservation, King County – Middle Soos Creek Preservation, King County – North Green River Acquisition, King County – South King County Forest, King County – Tacoma Water Federal Way, King County– White Center Urban Greenspace, King County – Foothills Trail, McPherson Acquisition, King County – Little Lake Forest, King County – Frog Holler Forest Additions, King County – Neill Point Natural Area Additions, King County – Vashon Marine Shoreline, King County – Vashon Park District Surplus, King County -- Protecting Farmland - Enumclaw/Upper Green River Farms, King County -- Protecting Farmland - Snoqualmie and Vicinity Farms. (See Attachment C)

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This funding will provide funding to King County DNRP to purchase easements and fee lands. Most acquisitions will enter the King County Parks inventory and will require ongoing maintenance and operations; the King County Parks Levy anticipates an accelerated pace of acquisitions. Properties or easements will also enter the WLRD inventory, in the farmland or transfer of development rights programs.

## 8. PROJECT STATUS

Ongoing project

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single alternative.

## 10. OTHER AGENCY INVOLVEMENT

During 2020, funding will likely be awarded to King County DNRP, other agencies, and nonprofits.

## 11. ART ELIGIBILITY

No. This project is not eligible for 1% Art. This project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project contains projects that were granted a match waiver as they provide additional green spaces in underserved communities: in Des Moines, Renton (Lake to Sound Trail, Segment D), two projects in Seattle; and two projects in the unincorporated areas of White Center and East Federal Way. More broadly, this project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

**NARRATIVES** WLCF KC MASTER 2021 BOND 1137238

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF SHO 185TH ST OS ACQ (MW) (WLCF SHO 185TH ST OS ACQ) 1138551

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | South west of the intersection at N 185th St & Ashworth N |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1 | $18,100 | $0 | $0 | $18,101 |
| **Total Budget** | **$1** | **$18,100** | **$0** | **$0** | **$18,101** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $18,100 | $0 | $0 | $18,100 |
| **Total Revenue** | **$18,100** | **$0** | **$0** | **$18,100** |

### EXPENSE WLCF SHO 185TH ST OS ACQ 1138551

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $18,100 | $0 | $0 | $18,100 |
| **Total Expense** | **$0** | **$0** | **$18,100** | **$0** | **$0** | **$18,100** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $18,100 | $0 | $1 | $0 |
| **Total** | **$0** | **$18,100** | **$0** | **$1** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $1 | $18,100 | $18,100 | $1 |
| **Total** | **$1** | **$18,100** | **$18,100** | **$1** |

## NARRATIVES

WLCF SHO 185TH ST OS ACQ 1138551

### Current Scope

Conservation Futures Shoreline - 185th Street Open Space Acquisition (Match Waiver): The City of Shoreline is seeking to acquire four vacant parcels totaling 0.5 acres within the city's 185th Street Light Rail Station Subarea.

### 1. PROJECT SCOPE

Conservation Futures Shoreline - 185th Street Open Space Acquisition (Match Waiver): The City of Shoreline is seeking to acquire four vacant parcels totaling 0.5 acres within the city's 185th Street Light Rail Station Subarea.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed. This project will provide a new open space in a rapidly growing and densifying area recently up-zoned to accommodate more growth near mass transit. The project is determined to be an opportunity area and received a match waiver, as it is providing open space in an underserved part of the county.

# Capital Appropriation Proposal



**NARRATIVES** WLCF SHO 185TH ST OS ACQ 1138551

## 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): The city has completed appraisals on the properties and is able to provide a more accurate cost estimate for the project. Allocation of additional funding to the project, which is a match waiver project.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

City of Shoreline

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WLCF SHO 185TH ST OS ACQ 1138551

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC EVANS CK/EN TDR 1138552

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Directly south of NE Redmond Fall City Rd & 236th NE, to the right of Evans Creek Preserve |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1 | $117,000 | $0 | $0 | $117,001 |
| **Total Budget** | **$1** | **$117,000** | **$0** | **$0** | **$117,001** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $117,000 | $0 | $0 | $117,000 |
| **Total Revenue** | **$117,000** | **$0** | **$0** | **$117,000** |

### EXPENSE WLCF KC EVANS CK/EN TDR 1138552

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $117,000 | $0 | $0 | $117,000 |
| **Total Expense** | **$0** | **$0** | **$117,000** | **$0** | **$0** | **$117,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $117,000 | $0 | $1 | $0 |
| **Total** | **$0** | **$117,000** | **$0** | **$1** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $1 | $117,000 | $117,000 | $1 |
| **Total** | **$1** | **$117,000** | **$117,000** | **$1** |

## NARRATIVES

WLCF KC EVANS CK/EN TDR 1138552

### Current Scope

Conservation Futures King County - Evans Creek Transfer of Development Creidust: The King County Transfer of Development Rights (TDR) program proposes to acquire a 70-acre conservation easement on a parcel just north of the City of Sammamish.

### 1. PROJECT SCOPE

Conservation Futures King County - Evans Creek Transfer of Development Creidust: The King County Transfer of Development Rights (TDR) program proposes to acquire a 70-acre conservation easement on a parcel just north of the City of Sammamish.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project supports the preservation of open space lands as recommended in the Conservation Futures Citizens Committee report sent to Council and Executive by July 1 each year. The Committee receives applications from jurisdictions or non-profits requesting funding for fee or easement acquisitions that will achieve a variety of open space protection goals such as wildlife and salmon habitat preservation, farmland preservation, passive recreation opportunity, and urban green space preservation. The Committee reviews all proposed projects in detail, considering the potential open space benefits of each project as well as feasibility factors such as landowner willingness, urgency, ability to phase projects. The Committee's funding recommendations, if adopted, will result in progress on acquiring land in fee or easement within many cities and in the unincorporated area. The risk of not funding this project is that the targeted property may not be acquired, and the opportunity to secure the desired open space outcomes and public benefits on the property may be lost as it is sold to another landowner or developed. The easement will provide long-term protection of forests and wetlands along Evans Creek. The TDRs from this acquisition will be eligible for sale into Sammamish under the King County-Sammamish interlocal TDR agreement. Revenue from the sale of TDRs will be used to conserve more land in the future.

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC EVANS CK/EN TDR 1138552

## 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

## 5. BUDGET REQUEST BASIS

2021 Budget (Mid-Year 2020): Additional funding through the reallocation process to cover costs of acquisition, which were higher than originally anticipated.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WLCF KC EVANS CK/EN TDR 1138552

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF NP FOR FW KILWORTH EN ED 1138967

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Along the Puget Sound Shoreline, between Dumas Bay Park and Dash Point State Park in Federal Way |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $1,000,000 | $0 | $0 | $1,000,000 |
| **Total Budget** | **$0** | **$1,000,000** | **$0** | **$0** | **$1,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $1,000,000 | $0 | $0 | $1,000,000 |
| **Total Revenue** | **$1,000,000** | **$0** | **$0** | **$1,000,000** |

### EXPENSE WLCF NP FOR FW KILWORTH EN ED 1138967

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $1,000,000 | $0 | $1,000,000 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,000,000** | **$0** | **$1,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,000,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,000,000 | $0 | $1,000,000 |
| **Total** | **$0** | **$1,000,000** | **$0** | **$1,000,000** |

## NARRATIVES

WLCF NP FOR FW KILWORTH EN ED 1138967

### Current Scope

Conservation Futures Nonprofit Forterra - Kilworth Environmental Education Preserve: (Camp Kilworth): This project seeks to preserve 29-acre Camp Kilworth in Federal Way, as a partnership between Forterra, the local advocacy group KEEP (Kilworth Environmental Education Preserve), and the Greater Seattle YMCA.

### 1. PROJECT SCOPE

Conservation Futures Nonprofit Forterra - Kilworth Environmental Education Preserve: (Camp Kilworth): This project seeks to preserve 29-acre Camp Kilworth in Federal Way, as a partnership between Forterra, the local advocacy group KEEP (Kilworth Environmental Education Preserve), and the Greater Seattle YMCA.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The camp and its historic buildings served generations of Boy Scouts until it closed in 2016. The regionally significant site contains mature forest that offers wildlife habitat to native bird and plant species, and undeveloped saltwater shoreline near the feeder banks for Dumas Bay which is critical habitat for ocean-going salmon. Forterra is working to buy and hold the property, as the partners conduct a multi-year fundraising effort. The partners envision that the YMCA would own the underlying fee, and Forterra would use the CFT funding to purchase a conservation easement on the undeveloped portions of the site. The applicants are requesting a match waiver on the basis that the population served by the project merits a match waiver, as the YMCA will partner with under-served local communities and school districts to provide much-needed programming for outdoor recreation and environmental education for South King County youth.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

**NARRATIVES** WLCF NP FOR FW KILWORTH EN ED 1138967

## 5. BUDGET REQUEST BASIS

2021 Budget: Partial funding in annual dollars. The Committee is strongly supportive of protecting this site and the partnership vision. The Committee did not approve a match waiver for the project this year, but encourages the applicant to reapply next year for the remaining funding and a match waiver determination, which could be applied retroactively to this year's award. For a match waiver, the applicant will need to further demonstrate that the populations the YMCA will serve at the site will meet the intent of the match waiver; that public access will be available on the property (may be limited if needed to accommodate camp uses); and the YMCA must purchase the underlying fee.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

Forterra (Federal Way).

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

# Capital Appropriation Proposal



**NARRATIVES** WLCF NP FOR FW KILWORTH EN ED 1138967

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF NP FOR KEN ARROWHEAD 1138968

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Directly north of Saint Edward State Park, SE of NE 152nd St |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $2,000,000 | $0 | $0 | $2,000,000 |
| **Total Budget** | **$0** | **$2,000,000** | **$0** | **$0** | **$2,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $2,000,000 | $0 | $0 | $2,000,000 |
| **Total Revenue** | **$2,000,000** | **$0** | **$0** | **$2,000,000** |

### EXPENSE WLCF NP FOR KEN ARROWHEAD 1138968

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $2,000,000 | $0 | $0 | $2,000,000 |
| **Total Expense** | **$0** | **$0** | **$2,000,000** | **$0** | **$0** | **$2,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $2,000,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $2,000,000 | $2,000,000 | $0 |
| **Total** | **$0** | **$2,000,000** | **$2,000,000** | **$0** |

## NARRATIVES

WLCF NP FOR KEN ARROWHEAD 1138968

### Current Scope

Conservation Futures Nonprofit Forterra - Arrowhead: Forterra's Arrowhead project will protect one of the last unprotected parcels of forest and undeveloped shoreline on northeastern Lake Washington.

### 1. PROJECT SCOPE

Conservation Futures Nonprofit Forterra - Arrowhead: Forterra's Arrowhead project will protect one of the last unprotected parcels of forest and undeveloped shoreline on northeastern Lake Washington.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This regionally significant project expands the northwestern edge of 316-acre Saint Edward State Park in Kenmore. The mature forest provides critical habitat and wildlife corridors along the lakeshore, which is potentially important for Lake Washington salmonids. Acquisition prevents sale and subdivision for up to 25 building lots based on current zoning.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

### 5. BUDGET REQUEST BASIS

2021 Budget: The project vision is that State Parks would own the underlying fee to the 6.46-acre parcel, and Forterra would use the CFT funding to purchase a conservation easement on the property. Matching funds would come from State Parks' request for Washington Wildlife and Recreation Program – Urban Wildlife Habitat RCO funding in summer 2021.

**NARRATIVES** WLCF NP FOR KEN ARROWHEAD 1138968

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

Forterra (Kenmore).

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC E/SIDE RAIL RENTON EXT 1138969

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Along Lake Washington Blvd, north of Gene Coulon Memorial Beach Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $1,500,000 | $0 | $0 | $1,500,000 |
| **Total Budget** | **$0** | **$1,500,000** | **$0** | **$0** | **$1,500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $1,500,000 | $0 | $0 | $1,500,000 |
| **Total Revenue** | **$1,500,000** | **$0** | **$0** | **$1,500,000** |

### EXPENSE WLCF KC E/SIDE RAIL RENTON EXT 1138969

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $1,500,000 | $0 | $0 | $1,500,000 |
| **Total Expense** | **$0** | **$0** | **$1,500,000** | **$0** | **$0** | **$1,500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,500,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,500,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,500,000 | $1,500,000 | $0 |
| **Total** | **$0** | **$1,500,000** | **$1,500,000** | **$0** |

## NARRATIVES

WLCF KC E/SIDE RAIL RENTON EXT 1138969

### Current Scope

Conservation Futures King County - East Rail Renton Extension: This project will fill a key gap in the Eastrail corridor by completing the southern extension of the trail to the entry of Gene Coulon Park.

### 1. PROJECT SCOPE

Conservation Futures King County - East Rail Renton Extension: This project will fill a key gap in the Eastrail corridor by completing the southern extension of the trail to the entry of Gene Coulon Park.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This regionally significant acquisition would create a connection to Renton's on-street sidewalk and bicycle network, and eventually to future extensions of the Lake to Sound and Cedar River Trails. The trail currently terminates and riders are forced to use an on-street connection on Lake Washington Boulevard N. Renton is an active partner in working on this transaction.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

### 5. BUDGET REQUEST BASIS

2021 Budget: The project seeks to purchase fee and/or easement on a 9.6-acre property owned by BNSF railroad, which has indicated that they would be interested in discussing a potential transaction. The Committee encourages the County to make progress on an agreement with BNSF, and anticipates that the applicant may return next year with a request for the remaining funding.

**NARRATIVES** WLCF KC E/SIDE RAIL RENTON EXT 1138969

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF LFP LAKE FRONT PROP ACQ 1138970

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | NE contiguous Lyons Creek Waterfront Preserve, along Beach Drive NE |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $950,000 | $0 | $0 | $950,000 |
| **Total Budget** | **$0** | **$950,000** | **$0** | **$0** | **$950,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $950,000 | $0 | $0 | $950,000 |
| **Total Revenue** | **$950,000** | **$0** | **$0** | **$950,000** |

### EXPENSE WLCF LFP LAKE FRONT PROP ACQ 1138970

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $950,000 | $0 | $0 | $950,000 |
| **Total Expense** | **$0** | **$0** | **$950,000** | **$0** | **$0** | **$950,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $950,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$950,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $950,000 | $950,000 | $0 |
| **Total** | **$0** | **$950,000** | **$950,000** | **$0** |

## NARRATIVES

WLCF LFP LAKE FRONT PROP ACQ 1138970

### Current Scope

Conservation Futures Lake Forest Park - Lake Front Property Acquisition: The City of Lake Forest Park seeks to acquire 1.91 acres of lakefront property as a future city park.

### 1. PROJECT SCOPE

Conservation Futures Lake Forest Park - Lake Front Property Acquisition: The City of Lake Forest Park seeks to acquire 1.91 acres of lakefront property as a future city park.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The city lacks a destination for public water access to Lake Washington. Lyon Creek Waterfront Preserve is located next door, but public wate access is limited as most of the site is a creek delta. The target property is located near the Burke-Gilman Trail and may serve as a nearby stopping point for trail visitors to use, making the project regionally significant. The site has a home and several cabins, mature vegetation, and a dock on Lake Washington.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

# Capital Appropriation Proposal



**NARRATIVES** WLCF LFP LAKE FRONT PROP ACQ 1138970

## 5. BUDGET REQUEST BASIS

2021 Budget: Forterra has completed a buy and holds the two parcels that comprise the 1.91 acres. Lake Forest Park is working with King County to use a King County Parks Levy earmark of up to $2.5 million towards the project, and seeks additional funding from RCO to complete the purchase in 2022. The CFT funding plus an equal amount of matching funds will restrict approximately 0.5 acres of lake front property to CFT-eligible activities; the remainder of the parcels may be more intensively developed or used for more active recreation than allowed under CFT policies.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

City of Lake Forest Park.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF LFP LAKE FRONT PROP ACQ 1138970

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF STC DES MOINES PK 1138971

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5, 8 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West of Des Moines Creek Park, along 18th Ave S |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $500,000 | $0 | $0 | $500,000 |
| **Total Budget** | **$0** | **$500,000** | **$0** | **$0** | **$500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $500,000 | $0 | $0 | $500,000 |
| **Total Revenue** | **$500,000** | **$0** | **$0** | **$500,000** |

### EXPENSE WLCF STC DES MOINES PK 1138971

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $500,000 | $0 | $0 | $500,000 |
| **Total Expense** | **$0** | **$0** | **$500,000** | **$0** | **$0** | **$500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $500,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$500,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $500,000 | $500,000 | $0 |
| **Total** | **$0** | **$500,000** | **$500,000** | **$0** |

## NARRATIVES

WLCF STC DES MOINES PK 1138971

### Current Scope

Conservation Futures SeaTac - Des Moines Creek Park Expansion: The City of SeaTac proposes to acquire several acres to allow westward expansion and new access opportunities at Des Moines Creek Park.

### 1. PROJECT SCOPE

Conservation Futures SeaTac - Des Moines Creek Park Expansion: The City of SeaTac proposes to acquire several acres to allow westward expansion and new access opportunities at Des Moines Creek Park.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

This project is regionally significant, as it will provide a parking lot and trailhead for the Des Moines Creek Trail as part of the Lake to Sound Trail corridor. Overall, the city seeks to acquire up to 9 acres of surplus WSDOT right-of-way near S 200th Street and 18th Ave S.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

### 5. BUDGET REQUEST BASIS

2021 Budget: Building on last year's award that will fund several acres of open space, this new award will allow the city to acquire a few additional acres of WSDOT land. The city and WSDOT are still in negotiation so actual acreage protected with last year's and this year's awards will be determined by the negotiated purchase price. The city is invited to return for additional CFT funding if needed to complete the acquisition and as they secure match.

**NARRATIVES** WLCF STC DES MOINES PK 1138971

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF SEA EDG BRICK PITS (MW) 1138972

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 2 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | East of I-5 NB-Columbian Way Ramp and west of S Columbian Way and 15th Ave S; located in the East Duwamish Greenbelt |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $1,000,000 | $0 | $0 | $1,000,000 |
| **Total Budget** | **$0** | **$1,000,000** | **$0** | **$0** | **$1,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $1,000,000 | $0 | $0 | $1,000,000 |
| **Total Revenue** | **$1,000,000** | **$0** | **$0** | **$1,000,000** |

### EXPENSE WLCF SEA EDG BRICK PITS (MW) 1138972

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $1,000,000 | $0 | $1,000,000 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,000,000** | **$0** | **$1,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,000,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,000,000 | $0 | $1,000,000 |
| **Total** | **$0** | **$1,000,000** | **$0** | **$1,000,000** |

## NARRATIVES

WLCF SEA EDG BRICK PITS (MW) 1138972

### Current Scope

Conservation Futures Seattle - East Duwamish Greenbelt Brick Pits (Match Waiver): Seattle's project will preserve a major forested inholding in the East Duwamish Greenbelt along Beacon Hill, in a highly visible stretch along I-5 between South Columbian Way and South Dakota Street.

### 1. PROJECT SCOPE

Conservation Futures Seattle - East Duwamish Greenbelt Brick Pits (Match Waiver): Seattle's project will preserve a major forested inholding in the East Duwamish Greenbelt along Beacon Hill, in a highly visible stretch along I-5 between South Columbian Way and South Dakota Street.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

At 21 acres in size, this is the largest privately owned, residentially zoned landholding in the city, and it has been proposed for up to 124 homes. Successful acquisition would preserve tree canopy and wildlife habitat connecting other Parks-owned properties in the greenbelt. This proposal has strong community support El Centro de La Raza and Beacon Hill Council, which will serve on a community steering committee for the property to inform the vision for future restoration and public use. The applicant requested a match waiver on the basis of the nearby populations' low incomes, high health impacts, and demographic characteristics; the isolation of this part of Beacon Hill from Jefferson Park due to nearby arterials; and the negative air and noise pollution impacts that could result from the loss of tree canopy.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

**NARRATIVES** WLCF SEA EDG BRICK PITS (MW) 1138972

## 5. BUDGET REQUEST BASIS

2021 Budget: This request represents part of the funding that is needed for the city to purchase 21 acres. The full price will be determined as the city works with the landowner to secure a purchase and sale agreement. The Committee determines that this project merits a match waiver and invites the city to return with an additional request for the remaining funding for the site, which will also be eligible a match waiver based on the current determination.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will preseve a 21-acre forested open space with significant benefits to the community such as local recreational access in an area experiencing a deficit in access, and preserving tree canopy. The neighborhood has low incomes, high health impacts, and other demographic characteristics relevant to a match waiver; the isolation of this part of Beacon Hill from Jefferson Park due to nearby arterials; and the significant negative impacts of air and noise pollution resulting from the loss of tree canopy.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF SEA EDG BRICK PITS (MW) 1138972

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF SEA LAKERIDGE PK ADD 1138974

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 2 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Along 68th Ave S, adjacent to the SW corner of Lakeridge Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $275,000 | $0 | $0 | $275,000 |
| **Total Budget** | **$0** | **$275,000** | **$0** | **$0** | **$275,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $275,000 | $0 | $0 | $275,000 |
| **Total Revenue** | **$275,000** | **$0** | **$0** | **$275,000** |

### EXPENSE WLCF SEA LAKERIDGE PK ADD 1138974

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $275,000 | $0 | $0 | $275,000 |
| **Total Expense** | **$0** | **$0** | **$275,000** | **$0** | **$0** | **$275,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $275,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$275,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $275,000 | $275,000 | $0 |
| **Total** | **$0** | **$275,000** | **$275,000** | **$0** |

## NARRATIVES

WLCF SEA LAKERIDGE PK ADD 1138974

### Current Scope

Conservation Futures Seattle - Lakeridge Park Addition: City of Seattle seeks to acquire several frequently flooded properties along Taylor Creek within Lakeridge Park to connect public ownership in the greenspace and aid restoration efforts of Taylor Creek by Seattle Public Utilities (SPU).

### 1. PROJECT SCOPE

Conservation Futures Seattle - Lakeridge Park Addition: City of Seattle seeks to acquire several frequently flooded properties along Taylor Creek within Lakeridge Park to connect public ownership in the greenspace and aid restoration efforts of Taylor Creek by Seattle Public Utilities (SPU).

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

SPU is making improvements to Taylor Creek that will address localized flooding, sediment deposition, fish passage barrier removal, replacement of aging culverts, sewer overflows, and salmon habitat improvements. Removing the homes creates the opportunity to restore Taylor Creek's floodplain, eliminate the need for a sedimentation pond and increase the connectivity of this greenspace.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

# Capital Appropriation Proposal



**NARRATIVES** WLCF SEA LAKERIDGE PK ADD 1138974

## 5. BUDGET REQUEST BASIS

2021 Budget: The award will allow the city to purchase one 0.25-acre parcel, out of four inholding properties that total 1 acre. Seattle has allocated Park District Funds to serve as match. The Committee recommends full funding and recognizes that this represents funding for one of the four target parcels. The Committee encourages Seattle to return with additional applications as they secure agreements with the other landowners.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF SEA LAKERIDGE PK ADD 1138974

## 17. CAPACITY TO IMPLEMENT THE PROJECT

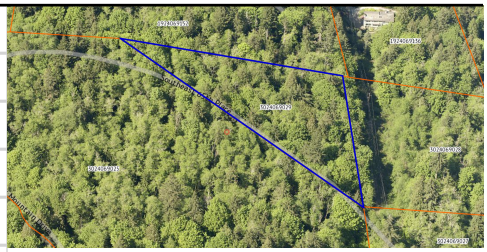
## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC COUGAR MTN ADD 1138975

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Adjacent to the SW corner of Cougar Mountain Regional Wildland Park, on the NE side of SE May Valley Rd |
| **Cap Status** | Approved |



### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $800,000 | $0 | $0 | $800,000 |
| **Total Budget** | **$0** | **$800,000** | **$0** | **$0** | **$800,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $800,000 | $0 | $0 | $800,000 |
| **Total Revenue** | **$800,000** | **$0** | **$0** | **$800,000** |

### EXPENSE WLCF KC COUGAR MTN ADD 1138975

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $800,000 | $0 | $0 | $800,000 |
| **Total Expense** | **$0** | **$0** | **$800,000** | **$0** | **$0** | **$800,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $800,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$800,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $800,000 | $800,000 | $0 |
| **Total** | **$0** | **$800,000** | **$800,000** | **$0** |

## NARRATIVES

WLCF KC COUGAR MTN ADD 1138975

### Current Scope

Conservation Futures King County - Cougar Mountain Additions: This project will acquire undeveloped, forested land adjacent to Cougar Mountain Regional Wildland Park.

### 1. PROJECT SCOPE

Conservation Futures King County - Cougar Mountain Additions: This project will acquire undeveloped, forested land adjacent to Cougar Mountain Regional Wildland Park.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Acquisition of these properties would protect remaining undeveloped parcels on the edges of Cougar Mountain. Cougar Mountain expansion has been a long-term priority for King County Parks and is supported by the City of Issaquah, Mountains to Sound Greenway Trust and other local conservation organizations. The contiguous open space across Cougar Mountain, Squak Mountain and Tiger Mountain provides important wildlife habitat and recreational opportunities outside of Bellevue and Issaquah.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

### 5. BUDGET REQUEST BASIS

2021 Budget: The project scope includes approximately 81 acres which include DeLeo Wall on southwest Cougar Mountain (working in partnership with Newcastle which received CFT funding last year toward the purchase), and additional targets on the northeast portion of Cougar Mountain. Past Parks Levy cash and land match contribute match toward the project. The Committee recommends partial funding and anticipates that the applicant may return with an additional request for funding next year for additional parcels.

**NARRATIVES** WLCF KC COUGAR MTN ADD 1138975

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial project award.

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC EASTRAIL WOODINVILLE 1138976

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Located directly east of 141st Ave NE; north of Sammamish Valley Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $50,000 | $0 | $0 | $50,000 |
| **Total Budget** | **$0** | **$50,000** | **$0** | **$0** | **$50,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $50,000 | $0 | $0 | $50,000 |
| **Total Revenue** | **$50,000** | **$0** | **$0** | **$50,000** |

### EXPENSE WLCF KC EASTRAIL WOODINVILLE 1138976

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $50,000 | $0 | $0 | $50,000 |
| **Total Expense** | **$0** | **$0** | **$50,000** | **$0** | **$0** | **$50,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $50,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$50,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $50,000 | $50,000 | $0 |
| **Total** | **$0** | **$50,000** | **$50,000** | **$0** |

## NARRATIVES

WLCF KC EASTRAIL WOODINVILLE 1138976

### Current Scope

Conservation Futures King County - Woodinville Bottleneck: This project would expand the Eastrail right-of-way through a narrow corridor between Chateau Ste. Michelle and a farm in the Sammamish Agricultural Production District.

### 1. PROJECT SCOPE

Conservation Futures King County - Woodinville Bottleneck: This project would expand the Eastrail right-of-way through a narrow corridor between Chateau Ste. Michelle and a farm in the Sammamish Agricultural Production District.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The acquisition would provide additional right-of-way width in order to accommodate the development of a full-width regional trail with adequate drainage facilities, as the county works to complete a critical link in the Eastrail where it connects to the Sammamish River Trail. This part of the trail will see heavy use in support of popular visitor destinations like Chateau Ste. Michelle and Columbia Winery, and this is a regionally significant project.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

### 5. BUDGET REQUEST BASIS

2021 Budget: This award will add a 1.25 acre, 20-foot-wide strip to the existing Eastrail corridor. The proposed acquisition is on farmland protected by a King County Farmland Preservation Program deed and agreement, so there will be detailed work with the county agriculture program to ensure acquisition conforms with farmland covenants.

**NARRATIVES** WLCF KC EASTRAIL WOODINVILLE 1138976

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC HOLLYWOOD HILLS F&P 1138977

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | SW of Gold Creek Park, between 152nd NE and 158th Ave NE |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $400,000 | $0 | $0 | $400,000 |
| **Total Budget** | **$0** | **$400,000** | **$0** | **$0** | **$400,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $400,000 | $0 | $0 | $400,000 |
| **Total Revenue** | **$400,000** | **$0** | **$0** | **$400,000** |

### EXPENSE WLCF KC HOLLYWOOD HILLS F&P 1138977

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $400,000 | $0 | $0 | $400,000 |
| **Total Expense** | **$0** | **$0** | **$400,000** | **$0** | **$0** | **$400,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $400,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$400,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $400,000 | $400,000 | $0 |
| **Total** | **$0** | **$400,000** | **$400,000** | **$0** |

## NARRATIVES

WLCF KC HOLLYWOOD HILLS F&P 1138977

### Current Scope

Conservation Futures King County - Hollywood Hills Forest and Pasture: This project scope is to acquire up to 24 acres (25 parcels) in the Hollywood Hills neighborhood of unincorporated rural King County.

### 1. PROJECT SCOPE

Conservation Futures King County - Hollywood Hills Forest and Pasture: This project scope is to acquire up to 24 acres (25 parcels) in the Hollywood Hills neighborhood of unincorporated rural King County.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

While the plan to conserve the property is not fully formulated, the property could preserve forest and trails on the northern half, pasture and equestrian uses on the southern half (possibly owned or managed by a partner), and a trail corridor along the western edge that would provide equestrians and walkers a connection between Gold Creek Park to the north and the Tolt Pipeline Trail to the south. It is likely the forested portion of the property would generate forest carbon credits, and that all the property would generate transferable development rights (TDRs).

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

### 5. BUDGET REQUEST BASIS

2021 Budget: The Committee recommends the county focus first on securing trail easements on the western side of the properties for a north-south trail connection. The Committee anticipates that the applicant may return with an additional request for funding in the future, but recognizes that the full project scope may exceed what is feasible to purchase with available funding sources.

**NARRATIVES** WLCF KC HOLLYWOOD HILLS F&P 1138977

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC MCGARVEY PK OS ADD 1138978

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | North of 174th Ave SE, adjacent to the west side of McGarvey Park Open Space |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $250,000 | $0 | $0 | $250,000 |
| **Total Budget** | **$0** | **$250,000** | **$0** | **$0** | **$250,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $250,000 | $0 | $0 | $250,000 |
| **Total Revenue** | **$250,000** | **$0** | **$0** | **$250,000** |

### EXPENSE WLCF KC MCGARVEY PK OS ADD 1138978

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $250,000 | $0 | $0 | $250,000 |
| **Total Expense** | **$0** | **$0** | **$250,000** | **$0** | **$0** | **$250,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $250,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$250,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $250,000 | $250,000 | $0 |
| **Total** | **$0** | **$250,000** | **$250,000** | **$0** |

## NARRATIVES WLCF KC MCGARVEY PK OS ADD 1138978

### Current Scope

Conservation Futures King County - McGarvey Park Open Space Additions: This project will expand McGarvey Park Open Space by preserving up to 35 acres of adjacent forested land in fee or easement.

### 1. PROJECT SCOPE

Conservation Futures King County - McGarvey Park Open Space Additions: This project will expand McGarvey Park Open Space by preserving up to 35 acres of adjacent forested land in fee or easement.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The acquisition would preserve forest cover and expand the network trails on nearby open space including McGarvey Park Open Space, Wetland 14 Natural Area, and Spring Lake/Lake Desire Park. The property may be eligible to create transferable development rights and/or carbon credits which County staff will explore during the appraisal process. This proposal was the subject of a motion sponsored by Councilmember Dunn encouraging priority be given to this project.

### 4. PROJECT BENEFITS/OUTCOMES

Project benefits include additional land acquisitions than would be possible using only annual funding, resulting in more acquisitions in cities and the unincorporated county. Projects include urban greenspaces in Des Moines, Mercer Island, Renton, Seattle, and Snoqualmie, as well as in the urban unincorporated areas in White Center and between Federal Way and Auburn. Projects in the unincorporated area include preserving working farmlands in Agricultural Production Districts and the rural area; protecting saltwater shoreline on Vashon-Maury Island; and acquiring new open spaces or adding to existing open spaces throughout the region such as Bear Creek, Cougar Mountain, Raging River, the Green River, the Enumclaw forested foothills, and Vashon-Maury Island.

**NARRATIVES** WLCF KC MCGARVEY PK OS ADD 1138978

## 5. BUDGET REQUEST BASIS

2021 Budget: The focus of the application is just the forested portion of parcels that surround the footprint of a former Nike missile silo. The county may explore the silo area in the future depending on the outcome of site evaluation. The county is early on in work on the property so this is an initial award recognizing that more work is needed. Environmental review and landowner discussions are among the steps needed to determine the acquisition approach. The Committee had concerns about environmental and safety issues posed by the Nike missile silo and nearby coal mine hazards and suggests that the county might consider starting with acquisition on the eastern side closest to the existing site. This award could be used on a phased acquisition, or it could be held and combined with an additional request for funding next year.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single alternative.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved in this project.

## 11. ART ELIGIBILITY

No. This project is not eligible for 1% Art. This project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project contains projects that were granted a match waiver as they provide additional green spaces in underserved communities: in Des Moines, Renton (Lake to Sound Trail, Segment D), two projects in Seattle; and two projects in the unincorporated areas of White Center and East Federal Way. More broadly, this project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF KC MCGARVEY PK OS ADD 1138978

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC SKYWAY WEST HILL UG 1138979

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 2 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Multiple parcels located on the west side of Renton Ave S; NW of Skyway Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $100,000 | $0 | $0 | $100,000 |
| **Total Budget** | **$0** | **$100,000** | **$0** | **$0** | **$100,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $100,000 | $0 | $0 | $100,000 |
| **Total Revenue** | **$100,000** | **$0** | **$0** | **$100,000** |

### EXPENSE WLCF KC SKYWAY WEST HILL UG 1138979

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $100,000 | $0 | $0 | $100,000 |
| **Total Expense** | **$0** | **$0** | **$100,000** | **$0** | **$0** | **$100,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $100,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$100,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $100,000 | $100,000 | $0 |
| **Total** | **$0** | **$100,000** | **$100,000** | **$0** |

## NARRATIVES

WLCF KC SKYWAY WEST HILL UG 1138979

### Current Scope

Conservation Futures King County - Skyway West Hill Urban Greenspace: The project goal is to preserve a unique 14-acre public property as an urban greenspace in the West Hill/Skyway neighborhood.

### 1. PROJECT SCOPE

Conservation Futures King County - Skyway West Hill Urban Greenspace: The project goal is to preserve a unique 14-acre public property as an urban greenspace in the West Hill/Skyway neighborhood.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The proposal continues King County Parks' work to increase public greenspace in unincorporated urban communities. King County Parks seeks to purchase a property that the King County Department of Community and Human Services (DCHS) has declared surplus to their needs, as it is not feasible to build an affordable housing development there. DCHS will work over the next year to conduct comprehensive community engagement and identify an alternative site for an affordable housing development. King County Parks will participate in the engagement to gain community input on the proposal to preserve this site as open space. The site's mature forest and wetlands are at the headwaters of Taylor Creek, adjacent to other public lands and just west of Seattle's Lakeridge Park, and have potential for public use and trails. The applicant has requested a match waiver, on the basis that the neighborhood meets income and health criteria, as well as other demographic and economic factors to support a match waiver (though it does not qualify automatically because of nearby open space at Lakeridge Park).

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC SKYWAY WEST HILL UG 1138979

## 5. BUDGET REQUEST BASIS

2021 Budget: The Committee determines the award would receive a conditional match waiver that only applies to this year's award. The conditional match waiver demonstrates support for this early project vision and this project's potential as a match waiver project. The applicant can return for full evaluation of a match waiver during a future award cycle when they apply for the remaining funding. To demonstrate qualification for a match waiver, King County Parks should be able to show community engagement and support for the project, partnering with DCHS on the planned outreach during 2020/2021.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The Skyway/West Hill neighborhoods meet income and health criteria, as well as other demographic and economic factors to support a match waiver (though there is existing open space nearby). The Committee expresses support for this early project vision and this project's potential as a match waiver project, and invites the project to return in the future after demonstrating community engagement and support for the project, partnering with DCHS on planned outreach during 2020/2021.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WLCF KC SKYWAY WEST HILL UG 1138979

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC VASHON TAX TITLE PROP 1138980

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Multiple parcels are scattered throughout Vashon Island |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $25,000 | $0 | $0 | $25,000 |
| **Total Budget** | **$0** | **$25,000** | **$0** | **$0** | **$25,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $25,000 | $0 | $0 | $25,000 |
| **Total Revenue** | **$25,000** | **$0** | **$0** | **$25,000** |

### EXPENSE WLCF KC VASHON TAX TITLE PROP 1138980

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $25,000 | $0 | $0 | $25,000 |
| **Total Expense** | **$0** | **$0** | **$25,000** | **$0** | **$0** | **$25,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $25,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$25,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $25,000 | $25,000 | $0 |
| **Total** | **$0** | **$25,000** | **$25,000** | **$0** |

## NARRATIVES

WLCF KC VASHON TAX TITLE PROP 1138980

### Current Scope

Conservation Futures King County - Vashon Tax Title Properties: This project will purchase land out of the King County Tax Title inventory (acquired by the county during the tax foreclosure process), to permanently preserve tideland parcels are at many locations around the island, and undeveloped upland parcels adjacent to King County Northilla Beach Natural Area.

### 1. PROJECT SCOPE

Conservation Futures King County - Vashon Tax Title Properties: This project will purchase land out of the King County Tax Title inventory (acquired by the county during the tax foreclosure process), to permanently preserve tideland parcels are at many locations around the island, and undeveloped upland parcels adjacent to King County Northilla Beach Natural Area.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

There are dozens of acres of tideland tax title parcels around Vashon Island which could potentially be sold to private landowners. The county seeks to acquire these parcels to avoid potential damage from actions such as installation of mooring buoys, docks or commercial aquaculture. The county may place easements on the parcels to restrict such activities and sell or transfer the fee interest to Washington State Department of Natural Resources which manages aquatic lands.

### 4. PROJECT BENEFITS/OUTCOMES

The project will make progress toward Land Conservation Initiative goals to achieve 65,000 acres of open space conservation over the next 30 years, preserving natural areas, farmland, forests, river corridors, trails, and urban greenspaces. Each additional property funded by Conservation Futures helps protect more open space toward that end goal.

### 5. BUDGET REQUEST BASIS

2021 Budget: The award will purchase 50 acres over 17 tideland parcels and two upland parcels.

**NARRATIVES** WLCF KC VASHON TAX TITLE PROP 1138980

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact

## 8. PROJECT STATUS

Initial award to project

## 9. ALTERNATIVES ANALYSIS

The project applicant considered various alternatives and proposed a certain set of parcels for funding in their application. The Committee considered various levels of funding for the project, and determined the recommended amount based on a variety of factors such as urgency, potential to phase, scope of project, open space benefits achieved, among others. An alternative to funding could be to abandon the project, however that would be unwarranted because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved in this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLCF KC MASTER 2022 BOND 1139013

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3151 CONSERV FUTURES SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1 | $25,000,000 | $0 | $0 | $25,000,001 |
| **Total Budget** | **$1** | **$25,000,000** | **$0** | **$0** | **$25,000,001** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31117 - CONSERV FUTURE LEVY CURRENT** | $25,000,000 | $0 | $0 | $25,000,000 |
| **Total Revenue** | **$25,000,000** | **$0** | **$0** | **$25,000,000** |

### EXPENSE WLCF KC MASTER 2022 BOND 1139013

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $15,000,000 | $10,000,000 | $0 | $25,000,000 |
| **Total Expense** | **$0** | **$0** | **$15,000,000** | **$10,000,000** | **$0** | **$25,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $25,000,000 | $0 | $1 | $0 |
| **Total** | **$0** | **$25,000,000** | **$0** | **$1** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1 | $25,000,000 | $15,000,000 | $10,000,001 |
| **Total** | **$1** | **$25,000,000** | **$15,000,000** | **$10,000,001** |

## NARRATIVES

WLCF KC MASTER 2022 BOND 1139013

### Current Scope

Conservation Futures King County Master - 2022 Bond Project: This project holds the Conservation Futures Bond proceeds budget appropriations to be recommended by the Conservation Futures Advisory Committee through an application process, with budget appropriation approval through King County Council.

### 1. PROJECT SCOPE

Conservation Futures King County Master - 2022 Bond Project: This project holds the Conservation Futures Bond proceeds budget appropriations to be recommended by the Conservation Futures Advisory Committee through an application process, with budget appropriation approval through King County Council.

### 2. PROGRAMMATIC PROJECT DISCUSSION

This programmatic project will hold budget appropriations for bond-funded projects that will acquire natural lands, urban greenspaces, farmlands, forest lands, and other open spaces throughout the county. Recommendations will be made in the Conservation Futures Advisory Committee??s mid-2020????Recommendations for the Allocation of 2022 Conservation Futures and Parks Levy Open Space Acquisition Funding report. Individual acquisitions will be spent and monitored as subprojects of this programmatic project.

### 3. PROJECT JUSTIFICATION

The King County Land Conservation Initiative identified the need to acquire open spaces throughout the county; available funding was a key limiting factor in the pace of land conservation. Ordinance 18774 in 2018 adopted a tool to accelerate the pace of land conservation by increasing the degree of bonding for land conservation, backed by conservation futures revenues. This project implements the goals of the Land Conservation Initiative, accelerating the pace of acquisition of natural lands, urban greenspaces, farmlands, forest lands, and other open spaces throughout the county.

### 4. PROJECT BENEFITS/OUTCOMES

Project benefits include far more land acquisitions than would be possible using only annual funding.

# Capital Appropriation Proposal



**NARRATIVES** WLCF KC MASTER 2022 BOND 1139013

## 5. BUDGET REQUEST BASIS

Issue of bonds to help accelerate the pace of acquisitions, lower the ultimate cost of acquisitions, and spread the acquisition costs to include future taxpayers who will also benefit from lands protected in perpetuity. This project is anticipated to fund a wide variety of open space acquisition projects throughout incorporated and unincorporated King County such as natural and river corridor lands, urban greenspaces, working forests, farmlands, regional trails, and open space equity lands in underserved communities as authorized in July 2018 by Ordinance 18774. The actual project list and distributions will be determined by mid-2021. The Conservation Futures Advisory Committee will submit a detailed report to the King County Executive and King County Council, and will offer presentations to the Executive and Council to review recommendations, with approval through the King County Council.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Property acquired by King County will require ongoing maintenance.

## 8. PROJECT STATUS

Initial award to project.

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single alternative.

## 10. OTHER AGENCY INVOLVEMENT

During 2020, funding will likely be awarded to King County DNRP, other agencies, and nonprofits. This project may provide funding to projects around King County that are granted a match waiver as they provide additional greenspaces in underserved communities. More broadly, this project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 11. ART ELIGIBILITY

No. This project is not eligible for 1% Art. This project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Conservation Futures urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide greenhouse gas emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLCF KC MASTER 2022 BOND 1139013

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS BCKCNTRY TRAILS IMPRVT 1039556

Master Project, TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | PKS BCKCNTRY TRAILS IMPRVT |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $2 | $0 | $0 | $0 | $2 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $810,238 | ($70,000) | $0 | $0 | $740,238 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$810,241** | **($70,000)** | **$0** | **$0** | **$740,241** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39776 - CONTRIB REET #2** | ($70,000) | $0 | $0 | ($70,000) |
| **Total Revenue** | **($70,000)** | **$0** | **$0** | **($70,000)** |

### EXPENSE PKS BCKCNTRY TRAILS IMPRVT 1039556

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $25,235 | $0 | $0 | $0 | $0 | $25,235 |
| **2 Prelim Design** | $7,162 | $0 | $0 | $0 | $0 | $7,162 |
| **3 Final Design** | $272,632 | $0 | $0 | $0 | $0 | $272,632 |
| **4 Implementation** | $422,661 | $0 | $0 | $0 | $0 | $422,661 |
| **5 Closeout** | $7,770 | $4,781 | $0 | $0 | $0 | $12,551 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$735,460** | **$4,781** | **$0** | **$0** | **$0** | **$740,241** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $25,235 | $25,235 | $2 | $25,235 |
| 2 Preliminary Design | $0 | $7,162 | $7,162 | $0 | $7,162 |
| 3 Final Design | $0 | $272,632 | $272,632 | $0 | $272,632 |
| 4 Implementation | $0 | $422,661 | $422,661 | $810,238 | $422,661 |
| 5 Closeout | $0 | $12,551 | $7,770 | $0 | $12,551 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$740,241** | **$735,460** | **$810,240** | **$740,241** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($25,233) | $0 | $0 | ($25,233) |
| 2 Preliminary Design | ($7,162) | $0 | $0 | ($7,162) |
| 3 Final Design | ($272,632) | $0 | $0 | ($272,632) |
| 4 Implementation | $387,577 | ($70,000) | $0 | $317,577 |
| 5 Closeout | ($12,551) | $0 | $0 | ($12,551) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$69,999** | **($70,000)** | **$0** | **($1)** |

## NARRATIVES

PKS BCKCNTRY TRAILS IMPRVT 1039556

### Current Scope

Backcountry Trails Improvement - Distributed throughout more than 25 parks, working forests, and natural areas across urban and rural King County, King County Parks' backcountry system offers trails with year-round accessibility for hiking, mountain biking, and horseback riding. This project seeks funding to develop capital improvements at back-country trail sites throughout the Parks' system including parking lots, trailheads, way-finding signage, benches, etc.

### 1. PROJECT SCOPE

Backcountry Trails Improvement - Distributed throughout more than 25 parks, working forests, and natural areas across urban and rural King County, King County Parks' backcountry system offers trails with year-round accessibility for hiking, mountain biking, and horseback riding. This project seeks funding to develop capital improvements at back-country trail sites throughout the Parks' system including parking lots, trailheads, way-finding signage, benches, etc.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This is a technical correction to close a duplicate legacy project in Fund 3160. The work will be done in Parks Capital Fund 3581 (#1137281 PKS M:BCKCNTRY TRAIL REHAB).

### 4. PROJECT BENEFITS/OUTCOMES

NA

### 5. BUDGET REQUEST BASIS

This is a technical correction to close a duplicate legacy project. Work previously done in this project will now be done under project #1147281 PKS M:BCKCNTRY TRAIL REHAB.

**NARRATIVES** PKS BCKCNTRY TRAILS IMPRVT 1039556

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

NA

## 8. PROJECT STATUS

The program has funded on improving of backcountry trails and is ready to be closed.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS AUDITOR CPO 1039583

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $8,295 | $0 | $0 | $0 | $8,295 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/22 | $39,263 | $10,000 | $0 | $0 | $49,263 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$47,558** | **$10,000** | **$0** | **$0** | **$57,558** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39789 - CONTRIB REET #1** | $10,000 | $0 | $0 | $10,000 |
| **Total Revenue** | **$10,000** | **$0** | **$0** | **$10,000** |

### EXPENSE PKS AUDITOR CPO 1039583

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $18 | $0 | $0 | $0 | $0 | $18 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $31,518 | $7,500 | $18,000 | $0 | $0 | $57,018 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$31,536** | **$7,500** | **$18,000** | **$0** | **$0** | **$57,036** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $18 | $18 | $8,295 | $18 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $57,018 | $31,518 | $39,263 | $39,018 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$57,036** | **$31,536** | **$47,558** | **$39,036** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $8,277 | $0 | $0 | $8,277 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $245 | $10,000 | $18,000 | ($7,755) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$8,522** | **$10,000** | **$18,000** | **$522** |

## NARRATIVES

PKS AUDITOR CPO

1039583

### Current Scope

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 1. PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Biennial allocation of Council Auditor Capital Project Oversight costs.

### 4. PROJECT BENEFITS/OUTCOMES

NA

### 5. BUDGET REQUEST BASIS

Budget appropriation supports cost of Capital Project Oversight work of Capital Projects by King County Auditor.

### 6. FUNDING AND REVENUE DISCUSSION

NA

### 7. OPERATING BUDGET AND OTHER IMPACTS

NA

### 8. PROJECT STATUS

On going

# Capital Appropriation Proposal



**NARRATIVES** PKS AUDITOR CPO 1039583

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Administrative project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:PARKS FACILITY REHAB 1039611

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | PKS M:PARKS FACILITY REHAB |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $2,701,825 | $0 | $0 | $0 | $2,701,825 |
| **2 Preliminary Design** | $4 | $0 | $0 | $0 | $4 |
| **3 Final Design** | $555,535 | $0 | $0 | $0 | $555,535 |
| **4 Implementation** | $9,580,158 | ($500,000) | $0 | $0 | $9,080,158 |
| **5 Closeout** | $8,936 | $0 | $0 | $0 | $8,936 |
| **6 Acquisition** | $4 | $0 | $0 | $0 | $4 |
| **Total Budget** | **$12,846,463** | **($500,000)** | **$0** | **$0** | **$12,346,463** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39776 - CONTRIB REET #2** | ($500,000) | $0 | $0 | ($500,000) |
| **Total Revenue** | **($500,000)** | **$0** | **$0** | **($500,000)** |

### EXPENSE PKS M:PARKS FACILITY REHAB 1039611

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $694,625 | $20,000 | $10,000 | $0 | $0 | $724,625 |
| **2 Prelim Design** | $261,340 | $30,000 | $10,000 | $0 | $0 | $301,340 |
| **3 Final Design** | $1,517,937 | $150,000 | $100,000 | $0 | $0 | $1,767,937 |
| **4 Implementation** | $6,750,796 | $630,637 | $1,661,070 | $0 | $0 | $9,042,503 |
| **5 Closeout** | $497,663 | $5,000 | $5,000 | $0 | $0 | $507,663 |
| **6 Acquisition** | $2,395 | $0 | $0 | $0 | $0 | $2,395 |
| **Total Expense** | **$9,724,755** | **$835,637** | **$1,786,070** | **$0** | **$0** | **$12,346,462** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $724,625 | $717,751 | $2,701,825 | $714,625 |
| 2 Preliminary Design | $0 | $301,340 | $274,273 | $4 | $291,340 |
| 3 Final Design | $0 | $1,767,937 | $1,562,614 | $555,535 | $1,667,937 |
| 4 Implementation | $0 | $9,042,503 | $6,908,754 | $9,580,158 | $7,381,433 |
| 5 Closeout | $0 | $507,663 | $503,551 | $8,936 | $502,663 |
| 6 Acquisition | $0 | $2,395 | $2,395 | $4 | $2,395 |
| **Total** | **$0** | **$12,346,462** | **$9,969,338** | **$12,846,462** | **$10,560,393** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1,987,201 | $0 | $10,000 | $1,977,201 |
| 2 Preliminary Design | ($291,336) | $0 | $10,000 | ($301,336) |
| 3 Final Design | ($1,112,402) | $0 | $100,000 | ($1,212,402) |
| 4 Implementation | $2,198,725 | ($500,000) | $1,661,070 | $37,655 |
| 5 Closeout | ($493,727) | $0 | $5,000 | ($498,727) |
| 6 Acquisition | ($2,391) | $0 | $0 | ($2,391) |
| **Total** | **$2,286,070** | **($500,000)** | **$1,786,070** | **$0** |

## NARRATIVES

PKS M:PARKS FACILITY REHAB 1039611

### Current Scope

Facility Rehabilitation - is an on-going program to design and implement capital investments and solutions to emerging time critical capital construction or major maintenance needs, ADA accessibility, and other recommendations identified in Major Maintenance Reserve Studies to optimize the life cycle of park assets throughout the county's parks system.

### 1. PROJECT SCOPE

Facility Rehabilitation - is an on-going program to design and implement capital investments and solutions to emerging time critical capital construction or major maintenance needs, ADA accessibility, and other recommendations identified in Major Maintenance Reserve Studies to optimize the life cycle of park assets throughout the county's parks system.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

By addressing emergent and strategic needs Parks can work to prolong the useful life of its aging infrastructure. With limited funds, Parks must proactively anticipate, fund, and address these emergent Major Maintenance and Capital needs in order to meet requirements for continued access and use of its facilities.

Parks has many ongoing operational requirements needed to keep the system open and usable by constituents. Of critical necessity in keeping parks open is to ensure that capital assets are in safe operating order. Emergent capital or major maintenance repair needs are routinely identified and these capital needs must often be undertaken and completed in an accelerated manner using design, permitting and implementation resources.Safety is of paramount concern given the volume of users in the Parks System and adequate funding provides the flexibility to respond. This is an essential part of operating a parks system.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:PARKS FACILITY REHAB 1039611

## 4. PROJECT BENEFITS/OUTCOMES

Two of the primary benefits are increased access for all residents and prolonged capital asset life. In some circumstances, replacement of capital assets are deemed necessary resulting in a new longer life for those assets.A safe and open Park System with usable capital assets is another primary benefit and outcome of this project/program. Keeping parks capital investments and assets safe and open is a requirement for continued operation of any facility. This is the direct result of continued funding and having a flexible and responsive design, permitting, and implementation team available to address the emergent needs as they arise. An unfunded program, or reductions in funding, will generally result in a worsening of any known deteriorating conditions, which may impact the Parks Division's ability to fulfill one of its core mission (taking care of what we have). Delays in addressing these conditions may result in significant additional costs and/or closure of park facilities.

## 5. BUDGET REQUEST BASIS

A reduction is funds is proposed to balance out other capital programs with high priority needs. The funds remaining after the reduction will be used to finish final design and construction on projects started in 2020. These projects include maintenance and repair throughout the parks system, replacement of mechanical systems, fencing upgrades, emergency storm repairs, and basketball court resurfacing.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

The program continues to complete emerging Major Maintenance needs and those identified by past studies. The strong economic development in the region has hampered the speed at which projects can be completed based on increased demand for consultant, contractor, and material resources. This has also driven up costs for similar subprojects. Recently completed projects include improvements at the Petrovitsky Soccer Fields, installation of safety netting and fencing at Steve Cox Park, rehab of floors in Steve Cox Community Center, replacement of lighting at Steve Cox tennis courts, electrical upgrades at Berrydale Maintenance Shop, repairs at Marymoor Velodrome, replacement of hot water pipes at the Aquatic Center, and demotion of structures at recently acquired Little Lake Forest property.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will help to equalize asset and facility condition across the system, increase access for all residents, benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** PKS M:PARKS FACILITY REHAB 1039611

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD REVENUE ENHANCEMENT 1039867

Master Project, TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | DES FMD REVENUE ENHANCEMENT |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $7,140 | $0 | $0 | $0 | $7,140 |
| **4 Implementation** | $458,463 | ($69,320) | $0 | $0 | $389,143 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$465,603** | **($69,320)** | **$0** | **$0** | **$396,283** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39776 - CONTRIB REET #2** | ($69,320) | $0 | $0 | ($69,320) |
| **Total Revenue** | **($69,320)** | **$0** | **$0** | **($69,320)** |

### EXPENSE DES FMD REVENUE ENHANCEMENT 1039867

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,438 | $0 | $0 | $0 | $0 | $1,438 |
| **2 Prelim Design** | $46,460 | $0 | $0 | $0 | $0 | $46,460 |
| **3 Final Design** | $19,804 | $0 | $0 | $0 | $0 | $19,804 |
| **4 Implementation** | $320,627 | $7,955 | $0 | $0 | $0 | $328,582 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$388,329** | **$7,955** | **$0** | **$0** | **$0** | **$396,284** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,438 | $1,438 | $0 | $1,438 |
| 2 Preliminary Design | $0 | $46,460 | $48,371 | $0 | $46,460 |
| 3 Final Design | $0 | $19,804 | $19,804 | $7,140 | $19,804 |
| 4 Implementation | $0 | $328,582 | $326,666 | $458,463 | $328,582 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$396,284** | **$396,279** | **$465,603** | **$396,284** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,438) | $0 | $0 | ($1,438) |
| 2 Preliminary Design | ($46,460) | $0 | $0 | ($46,460) |
| 3 Final Design | ($12,664) | $0 | $0 | ($12,664) |
| 4 Implementation | $129,881 | ($69,320) | $0 | $60,561 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$69,319** | **($69,320)** | **$0** | **($1)** |

## NARRATIVES

DES FMD REVENUE ENHANCEMENT 1039867

### Current Scope

Revenue Enhancement - Project provides funding for the development and construction of park improvements which result in partnerships or operational revenues.

### 1. PROJECT SCOPE

Revenue Enhancement - Project provides funding for the development and construction of park improvements which result in partnerships or operational revenues.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Provides valuable flexibility in our efforts to negotiate with and draw new business partners.

### 4. PROJECT BENEFITS/OUTCOMES

This is a technical correction to close a legacy project upon its completion.

### 5. BUDGET REQUEST BASIS

This is a technical correction to close a legacy project upon completion.

### 6. FUNDING AND REVENUE DISCUSSION

NA

### 7. OPERATING BUDGET AND OTHER IMPACTS

NA

# Capital Appropriation Proposal



**NARRATIVES** DES FMD REVENUE ENHANCEMENT 1039867

## 8. PROJECT STATUS

Completed

## 9. ALTERNATIVES ANALYSIS

It is likely that our revenue goals would not be met resulting in fewer projects and diminshed public service.

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS BURKE GLMN TR UNDERPSS 1039896

Master Project, TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | PKS BURKE GLMN TR UNDERPSS |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $91,989 | $0 | $0 | $0 | $91,989 |
| **4 Implementation** | $2,416,420 | ($11,910) | $0 | $0 | $2,404,510 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,508,410** | **($11,910)** | **$0** | **$0** | **$2,496,500** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | ($11,910) | $0 | $0 | ($11,910) |
| **Total Revenue** | **($11,910)** | **$0** | **$0** | **($11,910)** |

### EXPENSE PKS BURKE GLMN TR UNDERPSS 1039896

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $15,201 | $0 | $0 | $0 | $0 | $15,201 |
| **2 Prelim Design** | $3,068 | $0 | $0 | $0 | $0 | $3,068 |
| **3 Final Design** | $1,088,230 | $0 | $0 | $0 | $0 | $1,088,230 |
| **4 Implementation** | $1,389,999 | $0 | $0 | $0 | $0 | $1,389,999 |
| **5 Closeout** | $4 | $0 | $0 | $0 | $0 | $4 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,496,502** | **$0** | **$0** | **$0** | **$0** | **$2,496,502** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $15,201 | $15,201 | $0 | $15,201 |
| 2 Preliminary Design | $0 | $3,068 | $3,068 | $0 | $3,068 |
| 3 Final Design | $0 | $1,088,230 | $1,088,230 | $91,989 | $1,088,230 |
| 4 Implementation | $0 | $1,389,999 | $1,389,999 | $2,416,420 | $1,389,999 |
| 5 Closeout | $0 | $4 | $4 | $0 | $4 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,496,502** | **$2,496,502** | **$2,508,409** | **$2,496,502** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($15,201) | $0 | $0 | ($15,201) |
| 2 Preliminary Design | ($3,068) | $0 | $0 | ($3,068) |
| 3 Final Design | ($996,241) | $0 | $0 | ($996,241) |
| 4 Implementation | $1,026,421 | ($11,910) | $0 | $1,014,511 |
| 5 Closeout | ($4) | $0 | $0 | ($4) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$11,907** | **($11,910)** | **$0** | **($3)** |

## NARRATIVES

PKS BURKE GLMN TR UNDERPSS 1039896

### Current Scope

Burke Gilman Trail Underpass - This project funded Burke Gilman Trail underpass projects.

### 1. PROJECT SCOPE

Burke Gilman Trail Underpass - This project funded Burke Gilman Trail underpass projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This is a technical correction to close a legacy project upon its completion.

### 4. PROJECT BENEFITS/OUTCOMES

NA

### 5. BUDGET REQUEST BASIS

This is a technical correction to close a legacy project upon its completion.

### 6. FUNDING AND REVENUE DISCUSSION

NA

### 7. OPERATING BUDGET AND OTHER IMPACTS

NA

### 8. PROJECT STATUS

Completed

# Capital Appropriation Proposal



**NARRATIVES** PKS BURKE GLMN TR UNDERPSS 1039896

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS ACQN EVALTNS MASTER 1046228

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | PKS ACQN EVALTNS MASTER |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $117 | $0 | $0 | $0 | $117 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $31,952 | $0 | $0 | $0 | $31,952 |
| **4 Implementation** | $74,512 | $0 | $0 | $0 | $74,512 |
| **5 Closeout** | $12,511 | $0 | $0 | $0 | $12,511 |
| **6 Acquisition** | $1,782,770 | $100,000 | $0 | $0 | $1,882,770 |
| **Total Budget** | **$1,901,863** | **$100,000** | **$0** | **$0** | **$2,001,863** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39789 - CONTRIB REET #1** | $100,000 | $100,000 | $100,000 | $300,000 |
| **Total Revenue** | **$100,000** | **$100,000** | **$100,000** | **$300,000** |

### EXPENSE PKS ACQN EVALTNS MASTER 1046228

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $123,384 | $0 | $0 | $0 | $0 | $123,384 |
| **2 Prelim Design** | $196 | $0 | $0 | $0 | $0 | $196 |
| **3 Final Design** | $63,408 | $0 | $0 | $0 | $0 | $63,408 |
| **4 Implementation** | $47,643 | $0 | $0 | $0 | $0 | $47,643 |
| **5 Closeout** | $33,166 | $0 | $0 | $0 | $0 | $33,166 |
| **6 Acquisition** | $1,439,060 | $0 | $0 | $0 | $0 | $1,439,060 |
| **Total Expense** | **$1,706,857** | **$0** | **$0** | **$0** | **$0** | **$1,706,857** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $123,384 | $123,384 | $117 | $123,384 |
| 2 Preliminary Design | $0 | $196 | $196 | $0 | $196 |
| 3 Final Design | $0 | $63,408 | $63,408 | $31,952 | $63,408 |
| 4 Implementation | $0 | $48,490 | $48,490 | $74,512 | $47,643 |
| 5 Closeout | $0 | $33,166 | $33,166 | $12,511 | $33,166 |
| 6 Acquisition | $0 | $1,473,599 | $1,476,203 | $1,782,770 | $1,439,060 |
| **Total** | **$0** | **$1,742,242** | **$1,744,847** | **$1,901,862** | **$1,706,857** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($123,267) | $0 | $0 | ($123,267) |
| 2 Preliminary Design | ($196) | $0 | $0 | ($196) |
| 3 Final Design | ($31,455) | $0 | $0 | ($31,455) |
| 4 Implementation | $26,869 | $0 | $0 | $26,869 |
| 5 Closeout | ($20,654) | $0 | $0 | ($20,654) |
| 6 Acquisition | $343,710 | $100,000 | $0 | $443,710 |
| **Total** | **$195,007** | **$100,000** | **$0** | **$295,007** |

## NARRATIVES

PKS ACQN EVALTNS MASTER 1046228

### Current Scope

Acquisition Evaluations Project - provides due diligence funding to evaluate and implement strategic open space acquisitions (either fee or easement).

### 1. PROJECT SCOPE

Acquisition Evaluations Project - provides due diligence funding to evaluate and implement strategic open space acquisitions (either fee or easement).

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Open space acquisition is a key component of the Parks Division’s Business Plan and is identified as a Parks Levy commitment.Without additional funds, Parks would not be able to perform due diligence work related to key acquisitions.

### 4. PROJECT BENEFITS/OUTCOMES

An unfunded program, reductions in funding, or non-action funding alternative will negatively impact the Parks Division's ability to fulfill its mission. Delays in securing program funding may also result in significant additional costs to acquire open space lands.

### 5. BUDGET REQUEST BASIS

The requested funding will support Parks work related to key acquisitions. Budget is based on historic spending patterns and future projections.

### 6. FUNDING AND REVENUE DISCUSSION

NA

**NARRATIVES** PKS ACQN EVALTNS MASTER 1046228

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts attributed to the Parks' growing open space system are built in to the Parks Levy.

## 8. PROJECT STATUS

Ongoing projects/program

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County's park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that currently lack open space in their communities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:MAURY ISLAND SITE 1121441

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | PKS M:MAURY ISLAND SITE |
| **Substantial Completion** | 02/15/2030 |
| **Location** | Maury Island Natural Area |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1 | $10,000 | $50,000 | $0 | $60,001 |
| **2 Preliminary Design** | $1 | $35,000 | $25,000 | $0 | $60,001 |
| **3 Final Design** | $150,001 | $145,000 | $75,000 | $75,000 | $445,001 |
| **4 Implementation** | $3,849,776 | $15,000 | $1,190,000 | $700,000 | $5,754,776 |
| **5 Closeout** | $10,001 | $0 | $10,000 | $0 | $20,001 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$4,009,781** | **$205,000** | **$1,350,000** | **$775,000** | **$6,339,781** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39776 - CONTRIB REET #2** | $205,000 | $0 | $0 | $205,000 |
| **39789 - CONTRIB REET #1** | $0 | $1,350,000 | $775,000 | $2,125,000 |
| **Total Revenue** | **$205,000** | **$1,350,000** | **$775,000** | **$2,330,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS M:MAURY ISLAND SITE 1121441

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $48,039 | $10,000 | $70,000 | $20,000 | $20,000 | $168,039 |
| 2 Prelim Design | $58,113 | $0 | $80,000 | $25,000 | $0 | $163,113 |
| 3 Final Design | $259,599 | $95,000 | $145,000 | $75,000 | $75,000 | $649,599 |
| 4 Implementation | $1,235,289 | $2,050,000 | $152,144 | $1,190,000 | $700,000 | $5,327,433 |
| 5 Closeout | $1,597 | $10,000 | $0 | $10,000 | $5,000 | $26,597 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,602,637** | **$2,165,000** | **$447,144** | **$1,320,000** | **$800,000** | **$6,334,781** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $178,039 | $48,391 | $1 | $58,039 |
| 2 Preliminary Design | $0 | $163,113 | $58,113 | $1 | $58,113 |
| 3 Final Design | $0 | $649,599 | $303,891 | $150,001 | $354,599 |
| 4 Implementation | $0 | $5,407,433 | $1,460,338 | $3,849,776 | $3,285,289 |
| 5 Closeout | $0 | $26,597 | $1,597 | $10,001 | $11,597 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$6,424,781** | **$1,872,330** | **$4,009,781** | **$3,767,637** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($58,038) | $10,000 | $70,000 | ($118,038) |
| 2 Preliminary Design | ($58,112) | $35,000 | $80,000 | ($103,112) |
| 3 Final Design | ($204,598) | $145,000 | $145,000 | ($204,598) |
| 4 Implementation | $564,487 | $15,000 | $152,144 | $427,343 |
| 5 Closeout | ($1,596) | $0 | $0 | ($1,596) |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$242,144** | **$205,000** | **$447,144** | **$0** |

**NARRATIVES** PKS M:MAURY ISLAND SITE 1121441

## Current Scope

Maury Island Site - In coordination with the Washington Department of Ecology, under an Agreed Order develop and implement a Cleanup Action Plan for remediation of contaminated soils in the Maury Island Natural Area. The Maury Island Natural Area lies in the former Tacoma Smelter Plume and this, coupled with past land use history, has left the property with high levels of arsenic and lead in the soil.

## 1. PROJECT SCOPE

Maury Island Site - In coordination with the Washington Department of Ecology, under an Agreed Order develop and implement a Cleanup Action Plan for remediation of contaminated soils in the Maury Island Natural Area. The Maury Island Natural Area lies in the former Tacoma Smelter Plume and this, coupled with past land use history, has left the property with high levels of arsenic and lead in the soil.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** PKS M:MAURY ISLAND SITE 1121441

## 3. PROJECT JUSTIFICATION

King County acquired this property with monetary assistance from the Washington Department of Ecology.As part of this acquisition, King County entered into a legal agreement with the Washington Department of Ecology to clean up contaminated soils on the site.

## 4. PROJECT BENEFITS/OUTCOMES

This project protects the health and safety of park users, by limiting exposure to contaminants in the soil.

## 5. BUDGET REQUEST BASIS

The appropriation in the 2021-2022 budget will allow for developing a design for planting approximately 3 acres of previously cleared area with native vegetation and continued maintenance of 3 acres of native vegetation planted in 2016 as identified in the Cleanup Action Plan approved by Washington Department of Ecology. It will also fund planning and preliminary design for remediation of former mining activities as required by King County Department of Local Services Permitting. Budget is based on detailed Engineer's estimate, past experience with construction of a similar revegetation project in 2016, and on contractual commitments for design and engineering.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Cleanup on this property is being implemented in phases.An Interim Cleanup Action, revegetating the first 3 acres identified in the Cleanup Action Plan occurred in 2016.Implementation of the next phase in the Cleanup Action Plan including trail capping and capping of the former skeet range property is underway, estimated to be completed by the end of 2020, and is funded by a grant from the Washington Department of Commerce.The final phases consist of revegetation of 3 to 5 acres of contaminated area, every 2 to 3 years until all 16 acres identified for cleanup in the Cleanup Action Plan have been completed.Also required by local permit conditions, in addition to the cleanup, is remediation of former mining activities, which are planned for 2023/2024.Ongoing plant establishment for restoration areas is required throughout the 6-Year Budget period.

## 9. ALTERNATIVES ANALYSIS

As mandated by the Agreed Order with Washington Department of Ecology, King County developed a Feasibility Study with five cleanup alternatives.A Cleanup Action Plan was developed for the recommended alternative and the plan went through a formal public review and comment period.

## 10. OTHER AGENCY INVOLVEMENT

This cleanup is being done in coordination with Washington Department of Ecology.

## 11. ART ELIGIBILITY

Maintenance project to clean up the existing site contamination.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

**NARRATIVES** PKS M:MAURY ISLAND SITE 1121441

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS CENTRAL MAINT FACILITY 1122161

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/16/2023 |
| **Location** | 3005 NE 4th Street (location of existing Parks Shop) |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $69,776 | $0 | $0 | $0 | $69,776 |
| **2 Preliminary Design** | $1,430,254 | $0 | $0 | $0 | $1,430,254 |
| **3 Final Design** | $5,223,138 | $0 | $0 | $0 | $5,223,138 |
| **4 Implementation** | $31,940,259 | $6,023,720 | $0 | $0 | $37,963,979 |
| **5 Closeout** | $150,001 | $0 | $0 | $0 | $150,001 |
| **6 Acquisition** | $2,358,546 | $0 | $0 | $0 | $2,358,546 |
| **Total Budget** | **$41,171,974** | **$6,023,720** | **$0** | **$0** | **$47,195,694** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $59,641 | $0 | $0 | $59,641 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | $3,011,880 | $0 | $0 | $3,011,880 |
| **39776 - CONTRIB REET #2** | $3,987,590 | $0 | $0 | $3,987,590 |
| **39789 - CONTRIB REET #1** | ($975,750) | $0 | $0 | ($975,750) |
| **Total Revenue** | **$6,023,720** | **$0** | **$0** | **$6,023,720** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS CENTRAL MAINT FACILITY 1122161

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $115,871 | $0 | $0 | $0 | $0 | $115,871 |
| 2 Prelim Design | $1,251,927 | $29,785 | $0 | $0 | $0 | $1,281,712 |
| 3 Final Design | $2,032,419 | $2,370,215 | $0 | $0 | $0 | $4,402,634 |
| 4 Implementation | $381,183 | $0 | $37,318,093 | $1,221,692 | $0 | $38,920,968 |
| 5 Closeout | $0 | $0 | $0 | $151,865 | $0 | $151,865 |
| 6 Acquisition | $2,322,645 | $0 | $0 | $0 | $0 | $2,322,645 |
| **Total Expense** | **$6,104,045** | **$2,400,000** | **$37,318,093** | **$1,373,557** | **$0** | **$47,195,695** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $115,561 | $115,871 | $115,871 | $69,776 | $115,871 |
| 2 Preliminary Design | $968,000 | $1,281,712 | $1,283,122 | $1,430,254 | $1,281,712 |
| 3 Final Design | $4,100,000 | $5,332,419 | $2,942,458 | $5,223,138 | $4,402,634 |
| 4 Implementation | $35,957,085 | $39,991,183 | $381,183 | $31,940,259 | $381,183 |
| 5 Closeout | $150,001 | $151,865 | $0 | $150,001 | $0 |
| 6 Acquisition | $2,322,645 | $2,322,645 | $2,322,645 | $2,358,546 | $2,322,645 |
| **Total** | **$43,613,292** | **$49,195,695** | **$7,045,279** | **$41,171,974** | **$8,504,045** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($46,095) | $0 | $0 | ($46,095) |
| 2 Preliminary Design | $148,542 | $0 | $0 | $148,542 |
| 3 Final Design | $820,504 | $0 | $0 | $820,504 |
| 4 Implementation | $31,559,076 | $6,023,720 | $37,318,093 | $264,703 |
| 5 Closeout | $150,001 | $0 | $0 | $150,001 |
| 6 Acquisition | $35,901 | $0 | $0 | $35,901 |
| **Total** | **$32,667,929** | **$6,023,720** | **$37,318,093** | **$1,373,556** |

**NARRATIVES** PKS CENTRAL MAINT FACILITY 1122161

## Current Scope

Central Maintenance Facility (Renton Shop) - includes acquisition, design and construction of new buildings with industrial shops, crew areas and operations administration, heavy equipment, vehicle, and materials storage as well as staff and fleet parking on the 5.7 acre site. Project additionally includes extension of new utilities from ROW and private road to the site as well as site distribution of those utilities. The project includes demolition of the existing facilities and utilities along Jefferson. Project also includes provision of sewer connection to County owned (Roads) adjacent parcel and provision of new water service line extension to other Roads' owned parcels which currently are leased by other County agencies (SWD, Fleet, Metro) in accordance with City of Renton Conditional Use Permit requirements.

# Capital Appropriation Proposal



**NARRATIVES** PKS CENTRAL MAINT FACILITY 1122161

## 1. PROJECT SCOPE

Central Maintenance Facility (Renton Shop) - includes acquisition, design and construction of new buildings with industrial shops, crew areas and operations administration, heavy equipment, vehicle, and materials storage as well as staff and fleet parking on the 5.7 acre site. Project additionally includes extension of new utilities from ROW and private road to the site as well as site distribution of those utilities. The project includes demolition of the existing facilities and utilities along Jefferson. Project also includes provision of sewer connection to County owned (Roads) adjacent parcel and provision of new water service line extension to other Roads' owned parcels which currently are leased by other County agencies (SWD, Fleet, Metro) in accordance with City of Renton Conditional Use Permit requirements.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The justification of the project is to replace post WWII era buildings with facilities and yard operations that are safe, code compliant, functional, adequate working environments as well as to provide space for relocation of a crew from a satellite facility. The project is one of the SCAP Ten projects registered with the Living Building Challenge pursuing Energy Petal Certification.

## 4. PROJECT BENEFITS/OUTCOMES

Crew, yard and shop facilities are designed to enhance efficiency of dispatch of crews, trucks, and trailers that play a critical role in our ability to adequately and efficiently serve the parks, regional trails, back country trails, and open spaces throughout the County.The project additionally provide Parks the ability to relocate a crew from a satellite facility that is no longer functional as an operations base.This project will also position the agency to better support the future maintenance of the additional 60,000 acres of open space acquisitions associated with the Land Conservation Initiative. Adjacent County owned parcels benefit from the new utility extensions required by the City of Renton.

## 5. BUDGET REQUEST BASIS

Budget is necessary to move the project into implementation. The funds will cover items which became known after baseline such as Conditional Use Permit requirements and associated mitigation fees, increases required to solar system as the result of design development of the major shops, the need to move operations off site due to deep excavation required for 100% on-site stormwater treatment. The budget request is based on a 60% Design estimate prepared by an independent cost estimator that more accurately reflects the anticipated costs of the project. The 21-22 appropriation request brings the project total EAC to $49 million including previous appropriations. $47 million is to be paid by this project and $2 million is to be funded out of Stewardship program (#1137279) as a part of maintenance shop improvements. The estimate at completion has a range between $48-53 million.

## 6. FUNDING AND REVENUE DISCUSSION

Bond financing was previously authorized for a portion of the project in the 2018-2019 budget cycle. Parks proposes to re-purpose existing REET and other funding to supply the $6,023,400 additional funding. Other funding includes fund balance from Parks Capital Fund 3581 (project #1044915-PKS T/T TO FUND 3160).

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as this project completes construction and facilities are occupied, this work is anticipated to have impacts on the operating budget.For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Acquisition of the 5.7 acre parcel and establishment of easement for utilities is complete.Project is approaching 90% design. Additional work to be performed but not yet started includes permitting, design through 100% design, bidding, construction, commissioning, post-construction monitoring, and close out. All consultant contracts (design, commissioning, independent construction management) are executed.

**NARRATIVES** PKS CENTRAL MAINT FACILITY 1122161

## 9. ALTERNATIVES ANALYSIS

Parks conducted an alternatives analysis in 2014 to determine site selection prior to acquisition of the parcel. In 2018, as part of the design effort, Parks conducted an alternatives analysis to determine the most feasible sustainable design certification to pursue for the project. LEED Platinum was determined to be difficult to achieve. Zero Energy or Energy Petal Certification was determined to be the program that aligns with the project goals and desire for operational savings. This alternatives analysis was conducted by the design consultant and further corroborated by an independent Benefit Cost Analysis (BCA) which evaluated the social cost of carbon (based on County's proposed $71 per MTCO2).

## 10. OTHER AGENCY INVOLVEMENT

Other agency involvement is limited to local agencies responsible for permitting and impacts to Roads' owned parcels related to the provision of water and sewer.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The project is located in an area with an Equity score between 3 and 5, indicating surrounding community which is less wealthy and more diverse.Investments in equity in County practices, healthy built and natural environment, and promoting quality education will benefit the users and visitors as well as ensuring that our operations section can continue to provide access to parks and natural resources through efficient and safe dispatch of crews and equipment. The project advances economic justice through a Community Workforce Agreement which prioritizes local hiring. The project is estimated to create an average of 33 direct and 75 indirect jobs over a two year duration for construction. A Community Workforce Agreement that prioritizes local hiring advances economic justice for direct and indirect jobs related to construction.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project is registered with the International Living Future Institute for Energy Petal Certification (target goal) or Zero Energy (base goal). Additional imperatives under the Living Building Challenge are being targeted where applicable. Parks is responding to the challenges set forth in the SCAP (10 projects by 2020) and seeks to minimize the impact of the project on the environment.The project includes solar system with battery backup, no fossil fuel based heating, and 100% on-site stormwater infiltration. An embodied carbon study was conducted on one of the buildings (Crew Administration Building) which has yielded a result of less embodied carbon per SF of area than 75% of commercial buildings. The Project Sustainability Plan (PSP) tracks the target goals, requirements, and the status. The project intends to use 100% of on-site renewable energy with an estimated operational savings range between $75,000 and $95,000, and a 70% reduction in overall energy use compared to a conventional building. Over the planned 50 year life cycle of the building, this translates to 28,850 metric tons of CO2 (equivalent to 747,681 tree seedlings grown for 10 years) and a range of operational savings between $3.7-4.7 million. The project saves $1.3 million in embodied carbon equivalent over the 50 year life cycle (compared to a conventional building) which reduces the social cost to society generated by building construction and operations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** PKS CENTRAL MAINT FACILITY 1122161

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS SNO VALLEY TRAIL ADD 1122178

Master Project, TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | PKS SNO VALLEY TRAIL ADD |
| **Substantial Completion** | |
| **Location** | Snoqualmie Mill Pond |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1 | $0 | $0 | $0 | $1 |
| **2 Preliminary Design** | $100,001 | $0 | $0 | $0 | $100,001 |
| **3 Final Design** | $100,001 | $0 | $0 | $0 | $100,001 |
| **4 Implementation** | $600,001 | $0 | $0 | $0 | $600,001 |
| **5 Closeout** | $1 | $0 | $0 | $0 | $1 |
| **6 Acquisition** | $1,451,719 | ($1,100,000) | $0 | $0 | $351,719 |
| **Total Budget** | **$2,251,724** | **($1,100,000)** | **$0** | **$0** | **$1,151,724** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39789 - CONTRIB REET #1** | ($1,100,000) | $10,000 | $10,000 | ($1,080,000) |
| **Total Revenue** | **($1,100,000)** | **$10,000** | **$10,000** | **($1,080,000)** |

### EXPENSE PKS SNO VALLEY TRAIL ADD 1122178

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | ($19,929) | $0 | $0 | $0 | $0 | ($19,929) |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $58 | $0 | $0 | $0 | $0 | $58 |
| **4 Implementation** | $30,582 | $0 | $0 | $0 | $0 | $30,582 |
| **5 Closeout** | $1,302 | $0 | $0 | $0 | $0 | $1,302 |
| **6 Acquisition** | $1,098,356 | $35,000 | $6,000 | $0 | $0 | $1,139,356 |
| **Total Expense** | **$1,110,369** | **$35,000** | **$6,000** | **$0** | **$0** | **$1,151,369** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | ($19,929) | ($17,151) | $1 | ($19,929) |
| 2 Preliminary Design | $0 | $0 | $0 | $100,001 | $0 |
| 3 Final Design | $0 | $58 | $58 | $100,001 | $58 |
| 4 Implementation | $0 | $30,582 | $30,582 | $600,001 | $30,582 |
| 5 Closeout | $0 | $1,302 | $1,302 | $1 | $1,302 |
| 6 Acquisition | $0 | $1,139,356 | $1,133,405 | $1,451,719 | $1,133,356 |
| **Total** | **$0** | **$1,151,369** | **$1,148,196** | **$2,251,724** | **$1,145,369** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $19,930 | $0 | $0 | $19,930 |
| 2 Preliminary Design | $100,001 | $0 | $0 | $100,001 |
| 3 Final Design | $99,943 | $0 | $0 | $99,943 |
| 4 Implementation | $569,419 | $0 | $0 | $569,419 |
| 5 Closeout | ($1,301) | $0 | $0 | ($1,301) |
| 6 Acquisition | $318,363 | ($1,100,000) | $6,000 | ($787,637) |
| **Total** | **$1,106,355** | **($1,100,000)** | **$6,000** | **$355** |

## NARRATIVES

PKS SNO VALLEY TRAIL ADD 1122178

### Current Scope

SNO VALLEY TRAIL ADDITION - This project provided funding to purchase open space in and around the historic Snoqualmie Mill site to secure the final 1-mile missing link in the 31.5-mile Snoqualmie Valley Trail regional corridor, from Duvall to Rattlesnake Lake. King County purchased 32 acres in fee and 34 acres in conservation easement in November 2015, including a portion of the historic rail bed. The remaining 0.5-mile segment of the historic railbed needed to secure the trail corridor is currently owned by Weyerhaeuser. King County Parks has been in long-term discussions with Weyerhaeuser, and discussions will continue as this acquisition remains a high priority for the Regional Trails System. At such time an agreement is reached with Weyerhaeuser, King County Parks will request appropriation to fund the acquisition.

### 1. PROJECT SCOPE

SNO VALLEY TRAIL ADDITION - This project provided funding to purchase open space in and around the historic Snoqualmie Mill site to secure the final 1-mile missing link in the 31.5-mile Snoqualmie Valley Trail regional corridor, from Duvall to Rattlesnake Lake. King County purchased 32 acres in fee and 34 acres in conservation easement in November 2015, including a portion of the historic rail bed. The remaining 0.5-mile segment of the historic railbed needed to secure the trail corridor is currently owned by Weyerhaeuser. King County Parks has been in long-term discussions with Weyerhaeuser, and discussions will continue as this acquisition remains a high priority for the Regional Trails System. At such time an agreement is reached with Weyerhaeuser, King County Parks will request appropriation to fund the acquisition.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Funds will be re-programmed to support other high priority capital improvement projects that are ready for implementation.

### 4. PROJECT BENEFITS/OUTCOMES

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS SNO VALLEY TRAIL ADD 1122178

## 5. BUDGET REQUEST BASIS

Due to the uncertainty of the project's completion, this budget is requesting a disappropriation of the balance to other Parks' project that needs the funding more urgently.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

The Parks Levy includes an annual, inflation-adjusted allotment for stewardship of new open space lands.

## 8. PROJECT STATUS

The Parks Division has worked with Snoqualmie Mill Ventures, Weyerhaeuser, Point32 and Forterra over the last year to discuss acquisition of this critical missing link in King County's regional trails system.Recent meetings with the landowners (Weyerhaeuser and Snoqualmie Mill Ventures) have indicated a willingness to move forward with acquisition depending on funding availability and valuation. Property appraisals are underway.

## 9. ALTERNATIVES ANALYSIS

A non-action alternative will result in a continued critical missing link in one of King County's most popular rural regional trails.

## 10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The acquisition of natural lands protect forests and other natural habitats, and the restoration and stewardship of these properties will help mitigate the region’s carbon footprint.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS GRANT CONTINGENCY 3160 — 1129678

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,180,540 | $350,000 | $0 | $0 | $1,530,540 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,180,540** | **$350,000** | **$0** | **$0** | **$1,530,540** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | $350,000 | $0 | $0 | $350,000 |
| **Total Revenue** | **$350,000** | **$0** | **$0** | **$350,000** |

### EXPENSE PKS GRANT CONTINGENCY 3160 1129678

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $708,000 | $400,000 | $0 | $0 | $1,108,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$708,000** | **$400,000** | **$0** | **$0** | **$1,108,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,108,000 | $0 | $1,180,540 | $708,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,108,000** | **$0** | **$1,180,540** | **$708,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $472,540 | $350,000 | $400,000 | $422,540 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$472,540** | **$350,000** | **$400,000** | **$422,540** |

## NARRATIVES

PKS GRANT CONTINGENCY 3160 1129678

### Current Scope

Grant Contingency 3160 - This is a project to provide Parks with more flexibility on the budget side to deal with both anticipated and unanticipated future grant opportunities. The Grant Contingency request is being split between the two capital funds in Parks. A smaller portion of the Grant Contingency request is in Fund 3160 as compared to Fund 3581.

### 1. PROJECT SCOPE

Grant Contingency 3160 - This is a project to provide Parks with more flexibility on the budget side to deal with both anticipated and unanticipated future grant opportunities. The Grant Contingency request is being split between the two capital funds in Parks. A smaller portion of the Grant Contingency request is in Fund 3160 as compared to Fund 3581.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The Grant Contingency project is being requested in anticipation of projects to be supported by grant revenues or other external funding sources. This request will expedite the implementation of capital projects that are expected to receive grant revenues without having to wait for a supplemental budget opportunity. It is expected that this efficiency will also result in lower project costs based on the ability to contract for services such as design and construction in a more timely manner.

### 4. PROJECT BENEFITS/OUTCOMES

Time saving and efficiency.

# Capital Appropriation Proposal



**NARRATIVES** PKS GRANT CONTINGENCY 3160 1129678

## 5. BUDGET REQUEST BASIS

The amount requested is based on grants that have either already been applied for or currently under consideration. Potential granting agencies include the Puget Sound Regional Council (PSRC), the State's Recreation & Conservation Office (RCO), Washington Department of Natural Resources, King County Flood District, Land and Water Conservation Fund (LWCF), Washington State Department of Ecology (WSDOE), Washington State Department of Transportation (WSDOT), Bian Abbott Fish Barrier Removal Board, the Cooperative Watershed Management (CWM), and any other grants including King County grants.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

NA

## 8. PROJECT STATUS

NA

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Administrative project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:SMALL CAPITAL 1129686

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | PKS M:SMALL CAPITAL |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $50,001 | $0 | $0 | $0 | $50,001 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $700,001 | $632,000 | $625,000 | $385,000 | $2,342,001 |
| **4 Implementation** | $6,603,598 | $2,710,000 | $3,980,000 | $1,985,000 | $15,278,598 |
| **5 Closeout** | $66,001 | $0 | $0 | $5,000 | $71,001 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$7,419,602** | **$3,342,000** | **$4,605,000** | **$2,375,000** | **$17,741,602** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39776 - CONTRIB REET #2** | $3,342,000 | $4,605,000 | $2,375,000 | $10,322,000 |
| **Total Revenue** | **$3,342,000** | **$4,605,000** | **$2,375,000** | **$10,322,000** |

### EXPENSE PKS M:SMALL CAPITAL 1129686

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $27,813 | $0 | $0 | $0 | $0 | $27,813 |
| **2 Prelim Design** | $37,981 | $0 | $0 | $0 | $0 | $37,981 |
| **3 Final Design** | $233,552 | $337,000 | $632,000 | $625,000 | $385,000 | $2,212,552 |
| **4 Implementation** | $2,250,323 | $1,580,000 | $4,350,000 | $3,980,000 | $1,985,000 | $14,145,323 |
| **5 Closeout** | $16,599 | $0 | $0 | $0 | $5,000 | $21,599 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,566,267** | **$1,917,000** | **$4,982,000** | **$4,605,000** | **$2,375,000** | **$16,445,267** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $27,813 | $52,756 | $50,001 | $27,813 |
| 2 Preliminary Design | $0 | $37,981 | $69,182 | $1 | $37,981 |
| 3 Final Design | $0 | $2,212,552 | $356,059 | $700,001 | $570,552 |
| 4 Implementation | $0 | $14,145,323 | $3,016,027 | $6,603,598 | $3,830,323 |
| 5 Closeout | $0 | $21,599 | $18,492 | $66,001 | $16,599 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$16,445,267** | **$3,512,516** | **$7,419,603** | **$4,483,268** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $22,188 | $0 | $0 | $22,188 |
| 2 Preliminary Design | ($37,980) | $0 | $0 | ($37,980) |
| 3 Final Design | $129,448 | $632,000 | $632,000 | $129,448 |
| 4 Implementation | $2,773,275 | $2,710,000 | $4,350,000 | $1,133,275 |
| 5 Closeout | $49,402 | $0 | $0 | $49,402 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$2,936,334** | **$3,342,000** | **$4,982,000** | **$1,296,334** |

## NARRATIVES

PKS M:SMALL CAPITAL 1129686

### Current Scope

The Small Capital Program - is an on-going program that funds emergent and time critical small capital construction, safety, repairs, retrofit, replacement or major maintenance project design and/or implementation with the use of in-house county forces.

### 1. PROJECT SCOPE

The Small Capital Program - is an on-going program that funds emergent and time critical small capital construction, safety, repairs, retrofit, replacement or major maintenance project design and/or implementation with the use of in-house county forces.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Parks has many ongoing operational requirements needed to keep the system open and usable by constituents. Of critical necessity in keeping parks open is to ensure that capital assets are in safe operating order. Emergent capital or major maintenance repair needs are routinely identified and these capital needs must often be undertaken and completed in an accelerated manner using in house design and implementation resources. Safety is of paramount concern given the volume of users in the Parks System and adequate funding provides the flexibility to respond is an essential part of operating a parks system.

### 4. PROJECT BENEFITS/OUTCOMES

A safe and open Park System with usable capital assets is the primary benefit and outcome of this program. Keeping parks capital assets safe and usable is a requirement for continued operation of any facility. This is the direct result of having a flexible and responsive design and implementation team available to address the emergent needs as they arise.
An unfunded program, reductions in funding, or non-action funding alternative will generally result in a worsening of any known deteriorating conditions impacting capital assets within the system and which may impact the Parks Division's ability to fulfill its mission. Delays in addressing these conditions may also result in significant additional costs and/or closure of park facilities.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:SMALL CAPITAL 1129686

## 5. BUDGET REQUEST BASIS

This 2021-2022 capital appropriation request funds the design, permitting, and implementation of emergent priority small projects in the Park System. High Priority 2021-2022 capital projects include, but are not limited to, the following: high priority small drainage repair projects, ongoing ADA pathway accessibility improvement projects, demolitions, on-going electrical/mechanical/plumbing repairs and upgrades, preparation work for placement of prefabricated pit toilets, restroom repairs, park system signage, reroofing projects, fencing, lighting, benches, shelters, and kiosks, safety and security repairs and upgrades, gates, installation of survey monument and property boundary markers, and cultural resources survey. Budget is based on Planning Level Engineer's Estimate, past experience, and costs associated with similar past contracts for design, engineering, permitting, and construction.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Ongoing projects/program

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Permitting agencies may have limited involvement. No other agency involvement is anticipated.

## 11. ART ELIGIBILITY

Maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** PKS M:SMALL CAPITAL 1129686

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:INFRASTRUCTURE REHAB 1139082

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3160 FMD-PARKS,REC,OPEN SPACE |
| **Class Code** | PKS M:INFRASTRUCTURE REHAB |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $100,000 | $110,000 | $121,000 | $331,000 |
| **2 Preliminary Design** | $0 | $200,000 | $220,000 | $242,000 | $662,000 |
| **3 Final Design** | $0 | $650,000 | $715,000 | $786,500 | $2,151,500 |
| **4 Implementation** | $0 | $4,181,980 | $4,600,178 | $5,060,196 | $13,842,354 |
| **5 Closeout** | $0 | $50,000 | $55,000 | $60,500 | $165,500 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$5,181,980** | **$5,700,178** | **$6,270,196** | **$17,152,354** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39776 - CONTRIB REET #2** | $3,616,150 | $5,710,000 | $5,164,000 | $14,490,150 |
| **39789 - CONTRIB REET #1** | $1,565,830 | $0 | $1,107,000 | $2,672,830 |
| **Total Revenue** | **$5,181,980** | **$5,710,000** | **$6,271,000** | **$17,162,980** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS M:INFRASTRUCTURE REHAB 1139082

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $100,000 | $110,000 | $121,000 | $331,000 |
| 2 Prelim Design | $0 | $0 | $200,000 | $220,000 | $242,000 | $662,000 |
| 3 Final Design | $0 | $0 | $650,000 | $715,000 | $786,500 | $2,151,500 |
| 4 Implementation | $0 | $0 | $4,181,980 | $4,600,178 | $5,060,196 | $13,842,354 |
| 5 Closeout | $0 | $0 | $50,000 | $55,000 | $60,500 | $165,500 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$5,181,980** | **$5,700,178** | **$6,270,196** | **$17,152,354** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $397,550 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $795,100 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,584,075 | $0 | $0 | $0 |
| 4 Implementation | $0 | $16,625,461 | $0 | $0 | $0 |
| 5 Closeout | $0 | $198,775 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$20,600,961** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $100,000 | $100,000 | $0 |
| 2 Preliminary Design | $0 | $200,000 | $200,000 | $0 |
| 3 Final Design | $0 | $650,000 | $650,000 | $0 |
| 4 Implementation | $0 | $4,181,980 | $4,181,980 | $0 |
| 5 Closeout | $0 | $50,000 | $50,000 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,181,980** | **$5,181,980** | **$0** |

**NARRATIVES** PKS M:INFRASTRUCTURE REHAB 1139082

## Current Scope

Infrastructure Rehabilitation - This project funds on-going needs to design and implement capital investments and solutions to emerging time critical capital construction or major maintenance needs, ADA accessibility, and other recommendations identified in Major Maintenance Reserve Studies to optimize the life cycle of park assets throughout the county's parks system.

## 1. PROJECT SCOPE

Infrastructure Rehabilitation - This project funds on-going needs to design and implement capital investments and solutions to emerging time critical capital construction or major maintenance needs, ADA accessibility, and other recommendations identified in Major Maintenance Reserve Studies to optimize the life cycle of park assets throughout the county's parks system.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** PKS M:INFRASTRUCTURE REHAB 1139082

## 3. PROJECT JUSTIFICATION

By addressing emergent and strategic needs Parks can work to prolong the useful life of its aging infrastructure. With limited funds, Parks must proactively anticipate, fund, and address these emergent Major Maintenance and Capital needs in order to meet requirements for continued access and use of its facilities.

Parks has many ongoing operational requirements needed to keep the system open and usable by constituents. Of critical necessity in keeping parks open is to ensure that capital assets are in safe operating order. Emergent capital or major maintenance repair needs are routinely identified and these capital needs must often be undertaken and completed in an accelerated manner using design, permitting and implementation resources.Safety is of paramount concern given the volume of users in the Parks System and adequate funding provides the flexibility to respond. This is an essential part of operating a parks system.

## 4. PROJECT BENEFITS/OUTCOMES

Two of the primary benefits are increased access for all residents and prolonged capital asset life. In some circumstances, replacement of capital assets are deemed necessary resulting in a new longer life for those assets.A safe and open Park System with usable capital assets is another primary benefit and outcome of this project/program. Keeping parks capital investments and assets safe and open is a requirement for continued operation of any facility. This is the direct result of continued funding and having a flexible and responsive design, permitting, and implementation team available to address the emergent needs as they arise. An unfunded program, or reductions in funding, will generally result in a worsening of any known deteriorating conditions, which may impact the Parks Division's ability to fulfill one of its core mission (taking care of what we have). Delays in addressing these conditions may result in significant additional costs and/or closure of park facilities.

## 5. BUDGET REQUEST BASIS

The 2021-2022 budget request will fund emerging and strategic needs throughout the Parks system. The types of projects to be completed in this program include, but are not limited to, structural rehabilitations of buildings, interior building rehabilitation, restroom replacements/rehabilitation, parking lot and pathway pavement restoration, park maintenance shop rehabilitations, replacement of failing mechanical systems or utilities, fencing replacements, energy efficiency improvement projects, mitigation site monitoring and maintenance, and ADA access improvements. This request is based on past program needs, planning level engineer's estimates, past experience with previous similar projects, and on past contractual commitments for design, permitting, engineering, and construction.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Maintenance or minor rehabilitation

**NARRATIVES** PKS M:INFRASTRUCTURE REHAB 1139082

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County's park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations. This project will pursue Platinum certification under the County's Sustainable Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## E911 Pltfrm Mdrnztn Plan 1133685

IT Project

| | |
|---|---|
| **Department** | INFORMATION TECHNOLOGY |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3170 E 911 CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,616,000 | $18,141,139 | $0 | $0 | $20,757,139 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,616,000** | **$18,141,139** | **$0** | **$0** | **$20,757,139** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39796 - CONTRIB OTHER FUNDS** | $18,141,139 | $0 | $0 | $18,141,139 |
| **Total Revenue** | **$18,141,139** | **$0** | **$0** | **$18,141,139** |

### EXPENSE E911 Pltfrm Mdrnztn Plan 1133685

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $196,225 | $1,983,775 | $18,577,139 | $0 | $0 | $20,757,139 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$196,225** | **$1,983,775** | **$18,577,139** | **$0** | **$0** | **$20,757,139** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $543,535 | $2,616,000 | $2,180,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$543,535** | **$2,616,000** | **$2,180,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $436,000 | $18,141,139 | $18,577,139 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$436,000** | **$18,141,139** | **$18,577,139** | **$0** |

## NARRATIVES

E911 Pltfrm Mdrnztn Plan 1133685

### Current Scope

E-911 Platform Modernization Plan - The E-911 Platform Modernization Plan technology project will develop and implement a single architectural platform to modernize the 911 system. The project will be implemented in phases. As part of Phase I, the project will contract a consulting organization to work with a King County business analyst and procurement to develop the entire project life-cycle and a request for proposals. Phase 2 is the project implementation which includes the vendor hardware/software installation, training on the platform, testing, system go-live and ultimately user acceptance.

### 1. PROJECT SCOPE

E-911 Platform Modernization Plan - The E-911 Platform Modernization Plan technology project will develop and implement a single architectural platform to modernize the 911 system. The project will be implemented in phases. As part of Phase I, the project will contract a consulting organization to work with a King County business analyst and procurement to develop the entire project life-cycle and a request for proposals. Phase 2 is the project implementation which includes the vendor hardware/software installation, training on the platform, testing, system go-live and ultimately user acceptance.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The Regional E911 Strategic Plan was initiated in 2015 by Ordinance 18139 of King County Council to include the review of E911 platform. The current E911 platform is antiquated and cannot accommodate changing technology requirements. A single platform architectural investment will provide reliable NG 911 services across KC to meet or exceed applicable standards via hardware, software systems, databases, networking & will significantly optimize operational support to accurately locate & route calls to KC 911 call centers. Phase I of this project will included detailed planning such as analysis of requirements, budgeting, RFP development, selection, contract execution. Phase 2 is the project implementation which includes hardware/software installation, training on the platform, testing, system go-live and ultimately user acceptance.

**NARRATIVES** E911 Pltfrm Mdrnztn Plan 1133685

## 4. PROJECT BENEFITS/OUTCOMES

Primary beneficiaries are the King County 911 users, the KC E911 PO and regional 911 centers.
The Single Platform Architecture provides a host of benefits to the County:
a. Increased NG911 Readiness – emerging capabilities of NG911 would need to be implemented only once across the platform as opposed to the 12 system implementations today
b. Integrated and Interoperable Systems– integrated and interoperable across organizations and functions allows for the seamless delivery of 911 services
c. Security and Resiliency – emerging NG911 technologies shift the traditional paradigm of 911 services by exposing the system to threat actors to a much greater extent than traditional 911 networks. By focusing on only a single platform, county resources can be better focused to ensure a safe, secure and reliable system.
d. Optimized Operations – by providing a single, centralized platform, King County resources can be better focused on providing services that meet or exceed current industry standard in terms of location accuracy and the most efficient routing of9-1-1 calls.
e. Accessible and Equitable Service – Increasing equitable access to the 911 services for all communities and individuals served, with specific focus on lessening obstacles faced by groups with unique needs; the single platform will allow the County to more quickly offer emerging NG911 service like video-to-911.

## 5. BUDGET REQUEST BASIS

The budget request is based on the cost for hardware/software, which was determined by utilizing the industry standard cost per 911-answering position and multiplying by the 230 911-answering positions in King County. The Program also utilized previous vendor quotes to refine the cost estimates for the required, dedicated 9-1-1 network infrastructure. In addition to the hardware/software costs, the Program worked with King County IT Project Management, Business Analysis and Network Engineering departments to create estimates of effort for the project; those estimates were used to calculate the cost estimate for labor.

## 6. FUNDING AND REVENUE DISCUSSION

The dedicated E-911 Excise Tax Fund will fully fund the project.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Currently the operating budget pays for support and maintenance for thirteen standalone systems and three data networks. We anticipate a decrease in the support and maintenance costs; however, we are expecting an increase in network operating costs due to a more robust technology and security platform. At this point, we are forecasting a net neutral operating budget impact. The final impact will be determined once all the proposals are received and reviewed, which will not be until January of 2021.

## 8. PROJECT STATUS

This budget request is for Phase 2 of the project, which is the Implementation Phase. We are currently in the middle of Phase 1 of the project, with the RFP for the technology expected to be release in July 2020. The schedule show an end date for phase 1 in June, 2021, we will then transition to phase 2. Phase 2 is scheduled to complete in December 2022.

## 9. ALTERNATIVES ANALYSIS

While an essential service, the 9-1-1 technology space is considered a niche market and there are very few viable alternatives. The E-911 Strategic Plan clearly identified the proposed single platform model as the preferred alternative.

## 10. OTHER AGENCY INVOLVEMENT

KCIT Project Management (PM), Business Analysis (Change Management), Network Engineering and Network Security are all involved with the project. The teams have been fully engaged and are actively involved in the planning effort. The PM and BA teams will be actively involved in Phase 2 while Network Engineering and Network Security will act in primarily a consultative manner.

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The technology in and of itself does not provide an equity or social justice impact. The system will however allow the Program to maintain and extend its equity impact by expanding the reach to limited English speaking and deaf and hard of hearing communities.

**NARRATIVES** E911 Pltfrm Mdrnztn Plan 1133685

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will address the strategic initiative of Effective Digital Systems by creating a high quality, reliable platform that will low risk, reduce risk associated with aging infrastructure and allow for more nimble implementation of evolving technology. The project will also address the Data Driven objective by allowing King County to have greater visibility in the overall lifecycle of an emergency call thereby driving decisions regarding complex call routing that help to minimize the total number of required transactions before a caller can get the help needed.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The King County Regional E-911 Strategic Plan has been adopted by unanimous vote of the Municipal King County Council and is a highly visible roadmap for the future of King County 9-1-1 services. The Strategic Plan outlines a preferred single platform system architecture and a strict timeline for planning, development and implementation. The Plan also outlines a specific governance structure and financial sustainability plan. The E-911 Program Office will be operating within the timelines and guidelines set forth in the Plan.

Identified Critical Success Factors:
1. Provide to PRB outcomes of the Architectural Review Team (ART) project review - The Program will update PRB with the results of the ART review as soon as they are available.
2. Provide to PRB in mid-2021 confirmed implementation project schedule and budgeted spending plan - The Program will provide to PRB the confirmed schedule and budget details once the selected vendor is onboard and the respective organizations have confirmed those details.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

This project will address the strategic initiative of Effective Digital Systems by creating a high quality, reliable platform that will low risk, reduce risk associated with aging infrastructure and allow for more nimble implementation of evolving technology. The project will also address the Data Driven objective by allowing King County to have greater visibility in the overall lifecycle of an emergency call thereby driving decisions regarding complex call routing that help to minimize the total number of required transactions before a caller can get the help needed.

## 16. PROJECT COMPLEXITY

The implementation of the project is complex. The Program plans to utilize an experienced, specialized 9-1-1 technology vendor to provide the hardware/software and required implementation services. Due to the complex nature, the Program is requiring, as part of the RFP process, vendors must have experience with similar projects.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

As described above, the Program will contract with a vendor who specializes in 9-1-1 technology and has experience with similar projects. The selected vendor will be primarily responsible for the initial installation, configuration and training efforts. Further, the E-911 Technical team and E-911 Project Managers are dedicated to this project.

## 18. PROJECT RISKS

The identified risks are to schedule and budget. Delays in Phase 1 create a ripple effect and may push the project completion date past December 2022. We are closely monitoring the impacts COVID-19 in relation to the availability of key stakeholders, which may impact the overall timeframe of the project. Due to the complexity of the project, there may be overall schedule impacts if the network implementation is delayed.
There is also a risk of the budget exceeding current estimates. While industry standards were utilized, there is still a risk of under budgeting. We have a 20% contingency to balance this risk. To further mitigate, procurement alternatives are also being researched. For instance lease vs buy, or a subscription model may be an option, however these are relatively new in the911 market.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES OEM RCECC AV MODERN 1133880

IT Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3250 DES TECHNOLOGY |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 3622 NE 2nd Street, Renton 98056: Regional Communication and Coordination Center |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $44,000 | ($23,785) | $0 | $0 | $20,215 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$44,000** | **($23,785)** | **$0** | **$0** | **$20,215** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | ($23,785) | $0 | $0 | ($23,785) |
| **Total Revenue** | **($23,785)** | **$0** | **$0** | **($23,785)** |

### EXPENSE DES OEM RCECC AV MODERN 1133880

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $20,215 | $0 | $0 | $0 | $0 | $20,215 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$20,215** | **$0** | **$0** | **$0** | **$0** | **$20,215** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $20,215 | $44,000 | $20,215 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$20,215** | **$44,000** | **$20,215** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $23,785 | ($23,785) | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$23,785** | **($23,785)** | **$0** | **$0** |

## NARRATIVES

DES OEM RCECC AV MODERN 1133880

### Current Scope

DES OEM RCECC Audio/Visual Modernization Project -- This project is requesting the entire disappropration of the remaining project funds. The original scope of this project was completed successfully and under budget. OEM was planning on requesting full project funding during the 2021-2022 biennial budget. However, the onset of the COVID pandemic expedited the need for the RCECC to replace its audio/visual equipment in order to maintain its prolonged response to COVID. The original scope for the full project was approved by PSB/KCIT leadership as an equipment replacement project, to be paid for with Federal COVID relief funds.

### 1. PROJECT SCOPE

DES OEM RCECC Audio/Visual Modernization Project -- This project is requesting the entire disappropration of the remaining project funds. The original scope of this project was completed successfully and under budget. OEM was planning on requesting full project funding during the 2021-2022 biennial budget. However, the onset of the COVID pandemic expedited the need for the RCECC to replace its audio/visual equipment in order to maintain its prolonged response to COVID. The original scope for the full project was approved by PSB/KCIT leadership as an equipment replacement project, to be paid for with Federal COVID relief funds.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This is a disappropration request for the entirely of the remaining project funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES OEM RCECC AV MODERN 1133880

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES BRC PS INFRASTRUCTURE 1139605

IT Project, Baseline Required

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3250 DES TECHNOLOGY |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2021 |
| **Location** | 401 5TH AVE, SEATTLE, Seattle 98104 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 12/31/21 | $0 | $1,444,397 | $0 | $0 | $1,444,397 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,444,397** | **$0** | **$0** | **$1,444,397** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,444,397 | $0 | $0 | $1,444,397 |
| **Total Revenue** | **$1,444,397** | **$0** | **$0** | **$1,444,397** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES BRC PS INFRASTRUCTURE 1139605

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,444,397 | $0 | $0 | $1,444,397 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,444,397** | **$0** | **$0** | **$1,444,397** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $1,444,397 | $1,444,397 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,444,397** | **$1,444,397** | **$0** |

**NARRATIVES** DES BRC PS INFRASTRUCTURE 1139605

## Current Scope

PeopleSoft Systems Infrastructure Replacement Project– This project will replace the IT infrastructure resources supporting the PeopleSoft production and non-production environments, which are at end of life.

## 1. PROJECT SCOPE

PeopleSoft Systems Infrastructure Replacement Project– This project will replace the IT infrastructure resources supporting the PeopleSoft production and non-production environments, which are at end of life.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES BRC PS INFRASTRUCTURE 1139605

## 3. PROJECT JUSTIFICATION

The IT infrastructure resources for PeopleSoft Systems (i.e. computing resources and storage) are on extended support and nearing end of life. In order to ensure the consistent availability of PeopleSoft for collecting employee time, creating payroll and administering benefits for all King County employees, this infrastructure must be replaced. If this infrastructure fails, King County will be at risk of failing to meet its obligation of paying employees and remitting federal taxes (among other things). This project addresses a critical system, which supports a variety of countywide essential services and should be placed at the highest level of priority in relation to other IT initiatives.

## 4. PROJECT BENEFITS/OUTCOMES

This project will maintain the ability for King County to produce payroll by reducing the risk of systems failure (Benefits Achievement Plan– Category 3) and provide some new technology benefits (Benefits Achievement Plan – Category 2).

## 5. BUDGET REQUEST BASIS

The PeopleSoft system infrastructure is at end of life. The BRC is requesting a $1.1 million appropriation. The amount of this request is determined by calculating all costs associated with hosting the entire PeopleSoft system footprint in a subscription-based Infrastructure as a Service (IaaS). These costs also include consulting resources for implementation activities and a security assessment. The requested appropriation will support the entirety of the project. The funding source for this project will be the BRC Fund reserves set aside specifically to replace aging system infrastructure. If the total cost is less than the $1.1 million appropriation, the BRC will submit a supplemental request to cancel the remaining appropriation.

## 6. FUNDING AND REVENUE DISCUSSION

The funding source for this project will be the BRC Fund reserves set aside specifically to replace aging system infrastructure.

## 7. OPERATING BUDGET AND OTHER IMPACTS

The ongoing operational cost to for the PeopleSoft infrastructure will transition from the current model of an internal service rate to KCIT to a subscription based Infrastructure as a Service (IaaS). The difference in anticipated operational cost post go-live is approximately$140,000 per year to support the new infrastructure service. The new model includes additional services and support not currently available through the on premise infrastructure.

The new benefits of IaaS include:

A high availability architecture includes PeopleSoft housed in 2 separate geographic regions which will allow continuous access to PeopleSoft in the case of a regional outage, or disaster

Transparent Data Encryption which encrypts all data in the PeopleSoft database including sensitive Personally Identifiable Information (PII) so that in the event the database is stolen or otherwise compromised, it can not be read

Advanced Compression which manages PeopleSoft database sizes and supporting backups size (therefore better managing storage costs)

## 8. PROJECT STATUS

New

**NARRATIVES** DES BRC PS INFRASTRUCTURE 1139605

## 9. ALTERNATIVES ANALYSIS

The BRC has conducted a proof of concept using Oracle Cloud Infrastructure and has successfully created a PeopleSoft Disaster Recovery COOP environment. The approach to the alternatives analysis has been to compare cost and benefits associated with a subscription-based Infrastructure as a Service (IaaS) model compared to the current model of an internal service rate to KCIT's Sabey datacenter (on-premise datacenter).

## 10. OTHER AGENCY INVOLVEMENT

The project team anticipates the need to collaborate with KC business partners in DHR and several other agencies to test employee time collection interfaces and system functionality. It is also anticipated that KCIT involvement will be needed for oversight in configuring network resources.

## 11. ART ELIGIBILITY

Project not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Critical Success Factors
none

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

This project aligns most closely with the IT strategic objective of "Effective Digital Systems". It proposes to provide an essential system with modern technology, higher quality and lower risk of downtime due to infrastructure failure. The project will create a platform that will reduce risk by introducing geographic diversity and will provide on-demand scaling of IT assets.

## 16. PROJECT COMPLEXITY

This project is assessed to be of medium complexity as it entails replacing existing hardware infrastructure with modern infrastructure. The BRC has completed similar projects in the past. There is no anticipated impact to business operations. See Complexity Matrix Tool assessment.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

A steering committee will be formed for oversight of this project. The BRC PeopleSoft team is prepared to dedicate appropriate leadership, technical, and functional resources to this effort. It is anticipated that consulting resources will be required. Please see the Cost Template, DetailedEstimate tab for the full resource plan. The BRC PeopleSoft team has a long and successful history of planning for and executing IT projects including infrastructure and applications (Example: successful application upgrades from PeopleSoft 8.0 to 8.9 and 8.9 to 9.2 involved infrastructure upgrades).

## 18. PROJECT RISKS

The risks and mitigation for this project will be fully refined during the planning phase. The primary risk for this project is that this effort coincides with the established Release Set timelines and other production work for the year, including legislative updates. Comprehensive planning will ensure the capacity and dedication of resources (including consulting and back-fill resources if necessary) for this effort.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FBOD TREASURY SCANNER 1139616

IT Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3250 DES TECHNOLOGY |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2021 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $1,115,000 | $0 | $0 | $1,115,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,115,000** | **$0** | **$0** | **$1,115,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,115,000 | $0 | $0 | $1,115,000 |
| **Total Revenue** | **$1,115,000** | **$0** | **$0** | **$1,115,000** |

### EXPENSE DES FBOD TREASURY SCANNER 1139616

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $1,115,000 | $0 | $0 | $1,115,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,115,000** | **$0** | **$0** | **$1,115,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,115,000 | $1,115,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,115,000** | **$1,115,000** | **$0** |

## NARRATIVES

DES FBOD TREASURY SCANNER 1139616

### Current Scope

Treasury Scanner Replacement Project – This project will replace the current FBOD Treasury mailroom scanner that is approaching the end of its useful life. The project scope could include, but is not limited to, documenting the current and future state for critical Treasury Mailroom Scanner Operations, managing an RFP process, vendor implementation, managing quality assurance processes, and retiring of the old system. Note that the scope will determine whether leasing, outright ownership, or outsourcing is the best solution.

### 1. PROJECT SCOPE

Treasury Scanner Replacement Project – This project will replace the current FBOD Treasury mailroom scanner that is approaching the end of its useful life. The project scope could include, but is not limited to, documenting the current and future state for critical Treasury Mailroom Scanner Operations, managing an RFP process, vendor implementation, managing quality assurance processes, and retiring of the old system. Note that the scope will determine whether leasing, outright ownership, or outsourcing is the best solution.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The existing critical mailroom scanner technology was purchased in 2004 and is approaching the end of its useful life. The vendor, TUI, has informed the County that the Treasury Mail Scanners will no longer be supported as of June 2022.

**NARRATIVES** DES FBOD TREASURY SCANNER 1139616

## 4. PROJECT BENEFITS/OUTCOMES

Critical mailroom scanner operations continue without disruption.

Continued ability to perform Treasury Revenue Collections functions and continue to receive property tax from tax payers

Risk reduction because newer machines will have fewer operational impacts and less likelihood of an impact to continuity of operations

Risk reduction of not processing timely payments to special districts, which if missed could impact their ability to process payroll.

Potential efficiencies with newer technology, depending on the selected solution

## 5. BUDGET REQUEST BASIS

The county acts as Treasurer for King County and 120+ special districts. Treasury collects approximately $6-7 billion in tax receipts each year. In order to reduce the risk of operations failure for tax receipts via mail, FBOD seeks to replace mailroom scanners purchased in 2004 with current technology before their vendor scheduled support-stoppage in June 2022. The county has two mail scanners and currently one is out of service approximately 50% of the time.

## 6. FUNDING AND REVENUE DISCUSSION

FBOD will use budgeted fund balance, along with a modest Expenditure Reserve in the financial plan, to fund this project.

## 7. OPERATING BUDGET AND OTHER IMPACTS

The operating impact is dependent on the solution selected (i.e., leasing, outright ownership, or outsourcing). Given the technology is 20 years newer than existing equipment, there are likely higher operating costs. However, this may be offset by efficiencies if the new equipment has more features than the current equipment. This also likely is influenced by the capital costs of purchase. Current operating costs for the equipment are around $45,000 annually. Additionally, leasing equipment would cost more in ongoing costs than buying equipment via a capital project, but is balanced by little capital costs and likely more useful and feature filled equipment on average over the useful life. Existing County scanning processes are unable to meet this specialized need.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The alternatives involve various solutions, on premise and off premise equipment, and different vendors. The core function needs to occur ir the current environment.

## 10. OTHER AGENCY INVOLVEMENT

KCIT will need to work with Treasury to complete interfaces between the new system and the banking client and the system and EBS.

## 11. ART ELIGIBILITY

No

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Accepting payments in cash and via mail may be the only method some individuals have available to them. Additionally, many seniors that own their homes outright need to pay their taxes and electronic means aren't readily available to them.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

**NARRATIVES** DES FBOD TREASURY SCANNER 1139616

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Critical Success Factors
1) For full proposal provide if leasing may be an option. (Needs to integrate with property tax and banks. Must integrate with PTAS.)
2) Evaluate county's existing solutions for scanning if they are viable.
3) Examine whether a contractor can provide scanning svc more most effectively.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

Effective Digital Systems - Increase value to customers by providing high quality digital systems to better meet their needs using standard components and continuous process improvement.

## 16. PROJECT COMPLEXITY

Low. Treasury plans to purchase an off the shelf system from an established vendor. Treasury has significant experience with this equipment and the functions performed around and with this equipment. Two interfaces need to occur with the assistance of KCIT, one to EBS and one to the banking vendor (currently US Bank). KCIT and the BRC have extensive experience with these type of basic interfaces.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

High. The Treasury section will be completing the PTAS project with the Assessor's office in mid-2021, and this project will be underway in early 2021 so as to integrate with the PTAS project. The PTAS project has a number of project managers and implementation staff that will b relatively free as 2021 moves from early to mid. Additionally, this is a core function of the Treasury section that needs to continue unabated, and thus will have significant management attention.

## 18. PROJECT RISKS

Current technology fails before implementation.
Integration issues with Oracle and/or the Property Tax System.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DHR HUMAN RESOURCE SERVICE DELIVERY PLATFORM (DHR HR SRVC DELIVERY PLATFORM) 1137306

IT Project

| | |
|---|---|
| **Department** | HUMAN RESOURCES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3280 PSB GENERAL TECHNOLOGY CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2021 |
| **Location** | Department of Human Services |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $300,000 | $192,000 | $0 | $0 | $492,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$300,000** | **$192,000** | **$0** | **$0** | **$492,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39796 - CONTRIB OTHER FUNDS** | $192,000 | $0 | $0 | $192,000 |
| **Total Revenue** | **$192,000** | **$0** | **$0** | **$192,000** |

### EXPENSE DHR HR SRVC DELIVERY PLATFORM 1137306

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $300,000 | $192,000 | $0 | $0 | $492,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$300,000** | **$192,000** | **$0** | **$0** | **$492,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $300,000 | $300,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$300,000** | **$300,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $192,000 | $192,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$192,000** | **$192,000** | **$0** |

## NARRATIVES

DHR HR SRVC DELIVERY PLATFORM 1137306

### Current Scope

Department of Human Resources (DHR) and KCIT will procure an electronic HR records management system that will allow digitizing Executive branch employee personnel records. The original project scope (approved in the 2019-2020 2nd Omnibus) focused on assessing existing HR processes and existing applications, identifying gaps (e.g., complaint tracking, digital HR record storage), and making recommendations for a future DHR enterprise project. The updated project scope (proposed in the 2021-2022 budget) narrows the prior to an electronic HR records management system to meet current critical needs of the County caused by the response to the COVID-19 pandemic and remote workforce.

### 1. PROJECT SCOPE

Department of Human Resources (DHR) and KCIT will procure an electronic HR records management system that will allow digitizing Executive branch employee personnel records. The original project scope (approved in the 2019-2020 2nd Omnibus) focused on assessing existing HR processes and existing applications, identifying gaps (e.g., complaint tracking, digital HR record storage), and making recommendations for a future DHR enterprise project. The updated project scope (proposed in the 2021-2022 budget) narrows the prior to an electronic HR records management system to meet current critical needs of the County caused by the response to the COVID-19 pandemic and remote workforce.

### 2. PROGRAMMATIC PROJECT DISCUSSION

n/a

**NARRATIVES** DHR HR SRVC DELIVERY PLATFORM 1137306

## 3. PROJECT JUSTIFICATION

The Ordinance for the 2019-2020 2nd Omnibus approved $300k for the planning phase of an HR delivery platform IT project. The updated project scope narrows the prior scope based on the current critical needs for an electronic HR records management platform.

Currently the county lacks the capability to create, file, store, and access employee personnel records electronically. Metro is the only department within King County that currently leverages a digital employee records system, but is no longer supported by the vendor. It currently rests on aging hardware that requires immediate corrective action to ensure stability. This is a major risk factor for Metro, who reports increasing costs in fines and litigation related to delayed responses and lost files as the system continues to deteriorate. The lack of a digitally secured system poses considerable risk for the County in the areas of misfiled/lost employee records, inability to meet public records requests in a timely manner due to physical space/social distancing limitations and possible breaches of personal information inherent in paper files.

Time to fill public records requests related to employee data have historically been inconsistent throughout the enterprise; in several cases a lack of standard work and toolset has resulted in audit findings and subsequent fines and costly litigation. These requests can take anywhere from a few hours to a few weeks, depending on the type of information needed, this challenge is compounded by the COVID19 pandemic's impact of moving to a largely remote workforce. The lack of digitally accessible files, and our reliance on paper in file cabinets and desk draws has made this challenge all but impossible to manage.

KCIT, DHR, and Metro are seeking to partner to identify a technology solution to meet the needs of the countywide HR community to provide a digital employee file to every KC employee. This effort will further the goals of utilizing digital solutions and providing equity between the "have and have not" departments so that our employees can have one unified experience regardless of a departments financial situation.

## 4. PROJECT BENEFITS/OUTCOMES

The County will gain access to digital employee files. Having digital records will allow HR and records staff to handle critical public disclosure requests while in a telework environment and will allow us to stop having HR employees travel into office locations to scan single files in order to meet this need. DHR anticipates both an enterprise-wide reduction in the time needed to fill public requests (cost reduction), as well as a reduction in cost associated with audits and litigation (cost avoidance) by having standard work and an enterprise wide tool to manage employee personnel records across the enterprise.

Metro-specific benefits:
- Migrate off old hardware at the Sabey Data Center into a cloud application format,
- Reduction in security risks with employee digital files (robust security protocols and appropriate system access),
- Improved efficiency,
- Increased federal and state compliance through the automation of retention schedules.

## 5. BUDGET REQUEST BASIS

This appropriation request is for $192,000, which is in addition to $300,000 appropriated for the original project scope (not yet spent). The total estimated cost of this project is $492,000. DHR worked with KCIT to update Metro's prior estimate. DHR will refine the estimate after an RFP will be completed and bids with specific vendor quotes will be received. The current estimate mainly consists of software costs and includes TLT labor, some KCIT labor, and a 20 percent contingency.

## 6. FUNDING AND REVENUE DISCUSSION

This project will be funded out of the countywide IT rate. This request will be funded with the residual funding from the closed Applicant Tracking System project, which resided in fund 3771. The corresponding portion of the fund balance will be transferred to fund F3280 for this project.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Unknown at this time, will depend on the vendor and future contract negotiation. Metro's initial research showed the license costs to be estimated at $50k per year to cover 25 FTE.

## 8. PROJECT STATUS

New

**NARRATIVES** DHR HR SRVC DELIVERY PLATFORM 1137306

## 9. ALTERNATIVES ANALYSIS

An RFP will be conducted to identify options and select a vendor. Laserfiche is in the top quadrant of the Garner triage.

## 10. OTHER AGENCY INVOLVEMENT

DHR will work closely with KCIT to implement this project. Business Resource Center will be creating interface files. Records & Licensing Services will provide oversight of the employee file content/auditing/governance. Metro will provide legacy system knowledge. All agencies will utilize this platform as they transition from paper to digital HR records.

## 11. ART ELIGIBILITY

n/a

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

All employees will have access to their employee personnel file through digital delivery with a high rate of confidence that the records are accurately and timely filed. The solution is mobile compatible, will contain a standard structure and forms, along with the ability to digitally access existing forms and the electronic submission of any necessary forms meets county equity standards.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

n/a

## 14. OTHER CONSIDERATIONS (OPTIONAL)

In addition to effectively managing our employee personnel files, we will be supporting our end users by making electronic records management simple by automating most activities and choices for them, provide simple reporting, auditing, and a dedicated environment to train and improve the product.

Critical Success Factors:
1) In the business requirements, include Grievance Tracking.
2) Leverage Metro's knowledge and experience with Laserfiche when compiling the business requirements.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

Connected Data: eDocuments will implement best practices for document storage, cyber security and user authentication to ensure that confidential personal data in HR files is safe and secure. One central secure system will allow DHR to lock down access and ensure that the right people have access to this data. An enterprise platform will standardize personal files, automate records retention, and enable secure mobile access for every employee.

Connected Government: A central shared HR documents platform provides shared services to create synergies and gain efficiencies and effectiveness eliminating duplicate manual entry. Meets every employee where they are providing a central point of access to records, benefits and services.

**NARRATIVES** DHR HR SRVC DELIVERY PLATFORM 1137306

## 16. PROJECT COMPLEXITY

While the business and technical complexity is high for this project; the partnership of KCIT, Metro and DHR will be critical to ensuring the success of this effort. Metro's prior project efforts would have been successful had the chosen vendor been able to achieve KCIT's stringent security standards. DHR has also engaged KCIT change management services to create a change management plan, communications plan and training plan that will drive adoption. The realities of COVID-19 that necessitate a remote workforce force have prompted KCIT and DHR to prioritize this digital records work in order to mitigate risk of lost/mishandled employee data and prepare for the likely reality of a large portion of the workforce remaining remote thus not having access to the paper records required to complete their work, provide compliance with local, state and federal laws and reduce the costly litigation and fines related to lost/misplaced information. KCIT is more than able to meet the demands of this project using tried and true technology already in place to support this platform.

Business Impact and Scope: 4
Business Leadership and Visibility: 5
Technology Impact and Risk: 4
Technical Solution Approach: 5

## 17. CAPACITY TO IMPLEMENT THE PROJECT

To have this project be successful, we'll need the following:
A. Dedicated Project Manager and Human Resources Analyst
B. Dedicated Records Specialist support from RALS
C. Dedicated staff for scanning, assigning template, and meta data to records and filing in correct file (approach to be determined)
D. Computers and scanning hardware (desktop scanner or copy machine)
E. KCIT Change Management services, BA Services, Training Services

## 18. PROJECT RISKS

High risk:
-- Staffing resources to complete the scanning work are not included in this IT project. Agencies will have to utilize existing operating resources to carry out scanning.
-- A lack of consistency currently in the employee file format across the county.

Through a tight partnership between Metro's legacy project team providing project management and system knowledge, KCIT's security and Identity Management Teams providing structured guidance, RALS Records team guiding DHR to a single standard file structure for all digital employee files, the project will achieve success.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## KING COUNTY ELECTIONS REDUNDANT FIBER PATH IT PROJECT (KCE REDUNDANT FIBER PATH) 1139632

IT Project

| | |
|---|---|
| **Department** | ELECTIONS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3280 PSB GENERAL TECHNOLOGY CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/30/2021 |
| **Location** | 919 SW Grady Way, Renton 98057: King County Elections |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $256,230 | $0 | $0 | $256,230 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$256,230** | **$0** | **$0** | **$256,230** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39796 - CONTRIB OTHER FUNDS** | $256,230 | $0 | $0 | $256,230 |
| **Total Revenue** | **$256,230** | **$0** | **$0** | **$256,230** |

### EXPENSE KCE REDUNDANT FIBER PATH 1139632

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $256,230 | $0 | $0 | $256,230 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$256,230** | **$0** | **$0** | **$256,230** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $256,230 | $256,230 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$256,230** | **$256,230** | **$0** |

## NARRATIVES

KCE REDUNDANT FIBER PATH 1139632

### Current Scope

Redundant Fiber Path - Design and build redundant fiber path to the Elections Renton location to support business continuity and minimize outages due to fiber related issues. Costs include engineering, negotiation, construction and connecting the redundant fiber connections (trenching, permits, materials, vendor costs, and testing) and KCIT Network resource. This fiber path is dependent on partnering with City of Renton to lease an existing fiber strand.

### 1. PROJECT SCOPE

Redundant Fiber Path - Design and build redundant fiber path to the Elections Renton location to support business continuity and minimize outages due to fiber related issues. Costs include engineering, negotiation, construction and connecting the redundant fiber connections (trenching, permits, materials, vendor costs, and testing) and KCIT Network resource. This fiber path is dependent on partnering with City of Renton to lease an existing fiber strand.

### 2. PROGRAMMATIC PROJECT DISCUSSION

n/a

### 3. PROJECT JUSTIFICATION

Elections is an essential service and standard King County business practice is to have redundant network access paths. KCE has one connection to the King County Network which is a single point of failure in the event of fiber damage. To maintain business continuity, a diverse and redundant connect needs to be built to the facility. KCE has experienced network outages on two occasions in the past year due to car accidents in the neighborhood damaging the single fiber connection to the facility. The diverse network path will protect against that type of outage. If a network outage happens while processing an election, KCE may not meet the mandated timeline.

### 4. PROJECT BENEFITS/OUTCOMES

The benefit of this project is to reduce or eliminate network outages which bring Elections down. Having a second fiber coming to the building from a totally different direction and source eliminates the most common network outage cause. Currently, the number of network outages per year is 1.5 lasting over 5 minutes. Our goal is to have no outages.

# Capital Appropriation Proposal



**NARRATIVES** KCE REDUNDANT FIBER PATH 1139632

## 5. BUDGET REQUEST BASIS

Elections has funding for this project via the HAVA III Elections Security Grant. KCIT Network Engineering developed the cost estimate for this work. The plan and estimate assume leasing a fiber strand from the City of Renton. Per KCIT Network, this is standard practice for outside plant infrastructure. The project is requesting a 30% contingency as we don't know the overall permitting costs.

## 6. FUNDING AND REVENUE DISCUSSION

HAVA III Elections Security Grant will fund this project. The Office of the Secretary of State (OSOS) administers the grant and KCE has been allocated $1.2M in that grant for security related projects through September 2024.

## 7. OPERATING BUDGET AND OTHER IMPACTS

We do not anticipate significant increases in O&M costs.

## 8. PROJECT STATUS

New project

## 9. ALTERNATIVES ANALYSIS

There are no other alternatives to provide redundant fiber.

## 10. OTHER AGENCY INVOLVEMENT

Elections will work closely with KCIT Network Engineering.

## 11. ART ELIGIBILITY

IT project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Provides business continuity for the Elections network so we may ensure that everyone has access to Elections so we may ensure that everyone may be served by our staff in a timely manner.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

n/a

## 14. OTHER CONSIDERATIONS (OPTIONAL)

CSF #1:Work with FMD/ASAP to commit resources and adequate time/timelines for this. RESPONSE: FMD is not involved for the second fiber route.
CSF #2: Re-confirm KCIT committed resources and adequate time/timelines for this. RESPONSE: KCIT has confirmed their resources are available during their intake process.
CSF #3: Confirm with City of Renton for an alternative route ASAP. RESPONSE: KCIT staff will confirm the City of Renton in2021. Waiting until 2021 is satisfactory because the project no longer needs to be accomplished by mid-October.
CSF #4: Potential risks to success of this project is the timeline. It needs to be completed and fully tests by mid-October. RESPONSE: The project timeline was adjusted and no longer must be completed by mid-October.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** KCE REDUNDANT FIBER PATH 1139632

## 15. STRATEGIC IT PLAN ALIGNMENT

Investment in this effort aligns with the King County strategic IT objective of Connected Data, Connected Government and Connected Communities.
-- “Modernize approach to risk management for technology including scenario and threat planning, strategic responses for operational and financial management of risks, and ethical considerations to emerging technologies.”
Creating redundancy in our Elections network reduces risk by providing business continuity and improved continuous access.
This in turn will help build public trust in our ability to provide a seamless government experience in essential democratic activities like registering to vote or processing ballots.

## 16. PROJECT COMPLEXITY

The project complexity is midway in the low-left quadrant in the matrix tool. The solution impacts an entire Department (Elections) and the solution is the least risk solution; though it requires a contract with the City of Renton. Overall, this is a very simplistic project and will utilize standard processes and contracts that have been used with success on other network projects.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

KCIT has planned and allocated the resources that will work this project in the first half of 2021. This is standard work for the KCIT Network Engineering team.

## 18. PROJECT RISKS

Low probability that the City of Renton will not lease a fiber stand to King County as this type of arrangement is standard in the outside plant, infrastructure field.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER MASTER ECO RESTORE & PROTECT (WLER ECO RESTORE & PROTECT) 1033882

Master Project, TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER ECO RESTORE & PROTECT |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $5,346,811 | $0 | $0 | $0 | $5,346,811 |
| **2 Preliminary Design** | $479,836 | $0 | $0 | $0 | $479,836 |
| **3 Final Design** | $377,704 | $0 | $0 | $0 | $377,704 |
| **4 Implementation** | $1,428,195 | ($1,145,000) | $0 | $0 | $283,195 |
| **5 Closeout** | $8,000 | $0 | $0 | $0 | $8,000 |
| **6 Acquisition** | $14,145 | $0 | $0 | $0 | $14,145 |
| **Total Budget** | **$7,654,691** | **($1,145,000)** | **$0** | **$0** | **$6,509,691** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($765,000) | $0 | $0 | ($765,000) |
| **42006 - AQUATIC LANDS ENHANCEMENT** | ($380,000) | $0 | $0 | ($380,000) |
| **Total Revenue** | **($1,145,000)** | **$0** | **$0** | **($1,145,000)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER ECO RESTORE & PROTECT 1033882

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $1,580,669 | $246,500 | $153,600 | $0 | $0 | $1,980,769 |
| 2 Prelim Design | $155,191 | $0 | $0 | $0 | $0 | $155,191 |
| 3 Final Design | $333,370 | $0 | $0 | $0 | $0 | $333,370 |
| 4 Implementation | $2,772,314 | $800,000 | $313,978 | $0 | $0 | $3,886,292 |
| 5 Closeout | $103,633 | $0 | $0 | $0 | $0 | $103,633 |
| 6 Acquisition | $50,436 | $0 | $0 | $0 | $0 | $50,436 |
| **Total Expense** | **$4,995,613** | **$1,046,500** | **$467,578** | **$0** | **$0** | **$6,509,691** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $2,334,855 | $1,621,188 | $5,346,811 | $1,827,169 |
| 2 Preliminary Design | $0 | $102,230 | $198,024 | $479,836 | $155,191 |
| 3 Final Design | $0 | $409,588 | $337,533 | $377,704 | $333,370 |
| 4 Implementation | $0 | ($610,625) | $3,087,790 | $1,428,195 | $3,572,314 |
| 5 Closeout | $0 | $49,143 | $103,633 | $8,000 | $103,633 |
| 6 Acquisition | $0 | $23,405 | $50,436 | $14,145 | $50,436 |
| **Total** | **$0** | **$2,308,596** | **$5,398,604** | **$7,654,691** | **$6,042,113** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $3,519,642 | $0 | $153,600 | $3,366,042 |
| 2 Preliminary Design | $324,645 | $0 | $0 | $324,645 |
| 3 Final Design | $44,334 | $0 | $0 | $44,334 |
| 4 Implementation | ($2,144,119) | ($1,145,000) | $313,978 | ($3,603,097) |
| 5 Closeout | ($95,633) | $0 | $0 | ($95,633) |
| 6 Acquisition | ($36,291) | $0 | $0 | ($36,291) |
| **Total** | **$1,612,578** | **($1,145,000)** | **$467,578** | **$0** |

**NARRATIVES** WLER ECO RESTORE & PROTECT 1033882

## Current Scope

Ecological Restoration and Protection Program: This project undertakes actions to restore and preserve important habitat ecosystems and/or protect property from events such as flooding, erosion, adverse water quality, vandalism or the deterioration of habitat. The highest priority projects in this program are those which protect or restore habitat for endangered species to maintain the health of the habitat. This includes projects for recon and feasibility analyses of proposed future projects; preserve and protect funds to protect acquired property from misuse by installing fences, bollards or removal of structures; project management improvements, including development and implementation of project management standards/procedures, payment of fees for use of PRISM and project audits; and adaptive management actions following project construction to ensure that project meet project goals and objectives, including protection private property and public safety.

# Capital Appropriation Proposal



**NARRATIVES** WLER ECO RESTORE & PROTECT 1033882

## 1. PROJECT SCOPE

Ecological Restoration and Protection Program: This project undertakes actions to restore and preserve important habitat ecosystems and/or protect property from events such as flooding, erosion, adverse water quality, vandalism or the deterioration of habitat. The highest priority projects in this program are those which protect or restore habitat for endangered species to maintain the health of the habitat. This includes projects for recon and feasibility analyses of proposed future projects; preserve and protect funds to protect acquired property from misuse by installing fences, bollards or removal of structures; project management improvements, including development and implementation of project management standards/procedures, payment of fees for use of PRISM and project audits; and adaptive management actions following project construction to ensure that project meet project goals and objectives, including protection private property and public safety.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project provides an Ecosystem wide master project for several separate programmatic projects: -ecosystem recon/feasibility to identify assess and develop concepts for potential future projects; -preservation and protection of unique properties, including demolition of structures on the properties; -project management standards and project management accountability; and -adaptive management actions.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

No additional appropriation is being requested for the 2021-2022 budget cycle. Partially completed projects within the programs will be completed in this master and this program should close prior to the end of 2022.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

In the 2021-2022 budget this program will be closing out projects that are in process and three new programs are being created in the budget cycle to replace this one program. The new programs are Reconnaissance & Assessment, Adaptive Management, and Demolition & Security.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

**NARRATIVES** WLER ECO RESTORE & PROTECT 1033882

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER MASTER WRIA 7 ECOSYSTM RESTORATN (WLER WRIA 7 ECOSYSTM RESTORATN) 1034167

Master Project, TA, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER WRIA 7 ECOSYSTM RESTORATN |
| **Substantial Completion** | 12/31/2050 |
| **Location** | WRIA 7 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/10 - 12/31/18 | $2,171,926 | $0 | $0 | $0 | $2,171,926 |
| **2 Preliminary Design** | $2,043,770 | ($1,164,794) | $0 | $0 | $878,976 |
| **3 Final Design** | $9,841,598 | $0 | $0 | $0 | $9,841,598 |
| **4 Implementation** | $5,023,608 | ($5,760,533) | $0 | $0 | ($736,925) |
| **5 Closeout** | $150,865 | $0 | $0 | $0 | $150,865 |
| **6 Acquisition** | $2,427,672 | $0 | $0 | $0 | $2,427,672 |
| **Total Budget** | **$21,659,439** | **($6,925,327)** | **$0** | **$0** | **$14,734,112** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($1,598,760) | $0 | $0 | ($1,598,760) |
| **33429 - DEPT OF ECOLOGY** | ($166,919) | $0 | $0 | ($166,919) |
| **33833 - FLOOD CONTROL REIMB** | ($3,760,048) | $0 | $0 | ($3,760,048) |
| **40809 - SALMON RECOVERY DEPT COMM** | ($1,399,600) | $0 | $0 | ($1,399,600) |
| **Total Revenue** | **($6,925,327)** | **$0** | **$0** | **($6,925,327)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER WRIA 7 ECOSYSTM RESTORATN 1034167

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $969,130 | $24,500 | $58,107 | $0 | $0 | $1,051,737 |
| 2 Prelim Design | $1,217,920 | $833,429 | $1,349,058 | $0 | $0 | $3,400,407 |
| 3 Final Design | $2,359,890 | $932,875 | $1,242,180 | $1,132,262 | $0 | $5,667,207 |
| 4 Implementation | $5,463,234 | ($1,630,352) | ($829,910) | ($1,143,189) | ($119,023) | $1,740,760 |
| 5 Closeout | $328,960 | $27,000 | $4,141 | $10,927 | $119,023 | $490,051 |
| 6 Acquisition | $2,383,950 | $0 | $0 | $0 | $0 | $2,383,950 |
| **Total Expense** | **$12,723,084** | **$187,452** | **$1,823,576** | **$0** | **$0** | **$14,734,112** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,091,150 | $969,130 | $2,171,926 | $993,630 |
| 2 Preliminary Design | $0 | $4,816,822 | $1,212,935 | $2,043,770 | $2,051,349 |
| 3 Final Design | $0 | $5,493,099 | $2,364,308 | $9,841,598 | $3,292,765 |
| 4 Implementation | $0 | $323,221 | $5,397,850 | $5,023,608 | $3,832,882 |
| 5 Closeout | $0 | $485,826 | $328,960 | $150,865 | $355,960 |
| 6 Acquisition | $0 | $2,383,950 | $2,383,950 | $2,427,672 | $2,383,950 |
| **Total** | **$0** | **$14,594,068** | **$12,657,133** | **$21,659,439** | **$12,910,536** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1,178,296 | $0 | $58,107 | $1,120,189 |
| 2 Preliminary Design | ($7,579) | ($1,164,794) | $1,349,058 | ($2,521,431) |
| 3 Final Design | $6,548,833 | $0 | $1,242,180 | $5,306,653 |
| 4 Implementation | $1,190,726 | ($5,760,533) | ($829,910) | ($3,739,897) |
| 5 Closeout | ($205,095) | $0 | $4,141 | ($209,236) |
| 6 Acquisition | $43,722 | $0 | $0 | $43,722 |
| **Total** | **$8,748,903** | **($6,925,327)** | **$1,823,576** | **$0** |

**NARRATIVES** WLER WRIA 7 ECOSYSTM RESTORATN 1034167

## Current Scope

Water Resource Inventory Area 7 Ecosystem Restoration: This master undertakes actions to protect or restore aquatic ecosystems in the unincorporated portions of the Snoqualmie Watershed. The projects are primarily identified through WRIA 7 salmon conservation planning, Surface Water Management basin planning, and other investigation efforts by the Snoqualmie basin steward. Typical actions include reconnecting side-channel habitat to the mainstem river, removing levees and other forms of bank hardening, eliminating man-made barriers to fish migration (such as blocked culverts), increasing riparian forest cover to improve water quality, and adding large wood to increase instream habitat complexity.

# Capital Appropriation Proposal



**NARRATIVES** WLER WRIA 7 ECOSYSTM RESTORATN 1034167

## 1. PROJECT SCOPE

Water Resource Inventory Area 7 Ecosystem Restoration: This master undertakes actions to protect or restore aquatic ecosystems in the unincorporated portions of the Snoqualmie Watershed. The projects are primarily identified through WRIA 7 salmon conservation planning, Surface Water Management basin planning, and other investigation efforts by the Snoqualmie basin steward. Typical actions include reconnecting side-channel habitat to the mainstem river, removing levees and other forms of bank hardening, eliminating man-made barriers to fish migration (such as blocked culverts), increasing riparian forest cover to improve water quality, and adding large wood to increase instream habitat complexity.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project provides for substantial ecological improvements in the Snoqualmie watershed. Listing of several species of fish under the Endangered Species Act has shown the need to preserve ecological habitat. The projects which are funded through this program are implemented to provide increased habitat and favorable conditions for fish and other aquatic wildlife which is necessary for their survival.

## 4. PROJECT BENEFITS/OUTCOMES

N/A

## 5. BUDGET REQUEST BASIS

This program is closing down in the 2021-2022 the adjustment in this budget cycle is to move remaining funds to the new program and funds remaining in this program will wrap up already completed projects.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

In the 2021-2022 budget this program will be closing out projects that are in process as a new program has is being created in this same budget cycle.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

NA for this Technical Adjustment.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** WLER WRIA 7 ECOSYSTM RESTORATN 1034167

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER MASTER WRIA8 ECOSYSTEM RESTORATN (WLER WRIA8 ECOSYSTEM RESTORATN) 1034171

Master Project, TA, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER WRIA8 ECOSYSTEM RESTORATN |
| **Substantial Completion** | 12/31/2050 |
| **Location** | WRIA 8 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/10 - 12/31/18 | $1,899,020 | $0 | $0 | $0 | $1,899,020 |
| **2 Preliminary Design** | $2,182,728 | ($2,293,692) | $0 | $0 | ($110,964) |
| **3 Final Design** | $1,346,966 | ($894,840) | $0 | $0 | $452,126 |
| **4 Implementation** | $5,312,891 | ($14,307,727) | $0 | $0 | ($8,994,836) |
| **5 Closeout** | $111,780 | $0 | $0 | $0 | $111,780 |
| **6 Acquisition** | $18,943,868 | $0 | $0 | $0 | $18,943,868 |
| **Total Budget** | **$29,797,255** | **($17,496,259)** | **$0** | **$0** | **$12,300,996** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($1,460,000) | $0 | $0 | ($1,460,000) |
| **33429 - DEPT OF ECOLOGY** | ($8,115,000) | $0 | $0 | ($8,115,000) |
| **33705 - INTERLOCAL SEATTLE** | ($1,000,000) | $0 | $0 | ($1,000,000) |
| **33833 - FLOOD CONTROL REIMB** | ($766,259) | $0 | $0 | ($766,259) |
| **40809 - SALMON RECOVERY DEPT COMM** | ($6,155,000) | $0 | $0 | ($6,155,000) |
| **Total Revenue** | **($17,496,259)** | **$0** | **$0** | **($17,496,259)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER WRIA8 ECOSYSTEM RESTORATN 1034171

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $367,276 | $37,343 | $0 | $0 | $0 | $404,619 |
| 2 Prelim Design | $804,275 | $535,366 | $143,198 | $0 | $0 | $1,482,839 |
| 3 Final Design | $2,063,905 | $479,898 | $1,107,020 | $32,782 | $0 | $3,683,605 |
| 4 Implementation | $5,279,354 | ($417,329) | $331,772 | ($131,127) | ($23,185) | $5,039,485 |
| 5 Closeout | $193,716 | $0 | $42,727 | $98,345 | $23,185 | $357,973 |
| 6 Acquisition | $1,322,473 | $10,000 | $0 | $0 | $0 | $1,332,473 |
| **Total Expense** | **$10,030,999** | **$645,278** | **$1,624,717** | **$0** | **$0** | **$12,300,994** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $534,469 | $478,214 | $1,899,020 | $404,619 |
| 2 Preliminary Design | $0 | $1,936,315 | $891,599 | $2,182,728 | $1,339,641 |
| 3 Final Design | $0 | $4,673,977 | $2,065,842 | $1,346,966 | $2,543,803 |
| 4 Implementation | $0 | $3,244,957 | $5,293,890 | $5,312,891 | $4,862,025 |
| 5 Closeout | $0 | $323,086 | $193,716 | $111,780 | $193,716 |
| 6 Acquisition | $0 | $1,278,709 | $1,322,473 | $18,943,868 | $1,332,473 |
| **Total** | **$0** | **$11,991,513** | **$10,245,734** | **$29,797,253** | **$10,676,277** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1,494,401 | $0 | $0 | $1,494,401 |
| 2 Preliminary Design | $843,087 | ($2,293,692) | $143,198 | ($1,593,803) |
| 3 Final Design | ($1,196,837) | ($894,840) | $1,107,020 | ($3,198,697) |
| 4 Implementation | $450,866 | ($14,307,727) | $331,772 | ($14,188,633) |
| 5 Closeout | ($81,936) | $0 | $42,727 | ($124,663) |
| 6 Acquisition | $17,611,395 | $0 | $0 | $17,611,395 |
| **Total** | **$19,120,976** | **($17,496,259)** | **$1,624,717** | **$0** |

**NARRATIVES** WLER WRIA8 ECOSYSTEM RESTORATN 1034171

## Current Scope

Water Resource Inventory Area 8 Ecosystem Restoration: This master undertakes actions to protect or restore aquatic ecosystems in the unincorporated portions of the Cedar/Lake Washington Watershed. The projects are primarily identified through WRIA 8 salmon conservation planning, Surface Water Management basin planning, and other investigation efforts by the Cedar/Lake Washington watershed steward. Typical actions include reconnecting side-channel habitat to the mainstem river, removing levees and other forms of bank hardening, eliminating man-made barriers to fish migration (such as blocked culverts), increasing riparian forest cover to improve water quality, and adding large wood to increase instream habitat complexity.

# Capital Appropriation Proposal



**NARRATIVES** WLER WRIA8 ECOSYSTEM RESTORATN 1034171

## 1. PROJECT SCOPE

Water Resource Inventory Area 8 Ecosystem Restoration: This master undertakes actions to protect or restore aquatic ecosystems in the unincorporated portions of the Cedar/Lake Washington Watershed. The projects are primarily identified through WRIA 8 salmon conservation planning, Surface Water Management basin planning, and other investigation efforts by the Cedar/Lake Washington watershed steward. Typical actions include reconnecting side-channel habitat to the mainstem river, removing levees and other forms of bank hardening, eliminating man-made barriers to fish migration (such as blocked culverts), increasing riparian forest cover to improve water quality, and adding large wood to increase instream habitat complexity.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project provides for substantial ecological improvements in the Cedar/ Lake Washington watershed. Listing of several species of fish on the Endangered Species Act has shown the need to preserve ecological habitat. The projects which are funded through this program are implemented to provide increased habitat and favorable conditions for fish and other aquatic wildlife which is necessary for their survival.

## 4. PROJECT BENEFITS/OUTCOMES

N/A

## 5. BUDGET REQUEST BASIS

This program is closing down in 2021-2022. The adjustment in this budget cycle is to move remaining funds to the new program and funds remaining in this program will wrap up already completed projects.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

In the 2021-2022 budget this program will be closing out projects that are in process as a new program has is being created in this same budget cycle.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

NA for this Technical Adjustment.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** WLER WRIA8 ECOSYSTEM RESTORATN 1034171

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

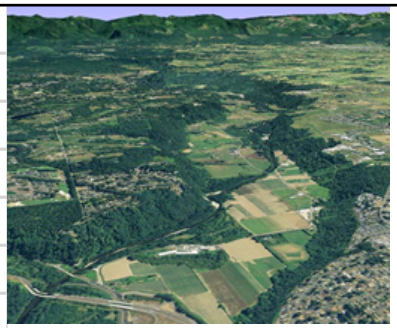
# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER MASTER WRIA9 ECOSYSTEM RESTORATN (WLER WRIA9 ECOSYSTEM RESTORATN) 1034245

Master Project, TA, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4, 5, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER WRIA9 ECOSYSTEM RESTORATN |
| **Substantial Completion** | |
| **Location** | WRIA 9 |
| **Cap Status** | Approved |



### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/10 - 12/31/22 | $1,331,791 | $0 | $0 | $0 | $1,331,791 |
| **2 Preliminary Design** | $587,581 | ($2,004,047) | $0 | $0 | ($1,416,466) |
| **3 Final Design** | $1,825,919 | $524,456 | $0 | $0 | $2,350,375 |
| **4 Implementation** | $6,954,551 | ($5,056,178) | $0 | $0 | $1,898,373 |
| **5 Closeout** | $478,517 | ($51,500) | $0 | $0 | $427,017 |
| **6 Acquisition** | $6,429,800 | $0 | $0 | $0 | $6,429,800 |
| **Total Budget** | **$17,608,160** | **($6,587,269)** | **$0** | **$0** | **$11,020,891** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($2,160,000) | $0 | $0 | ($2,160,000) |
| **33833 - FLOOD CONTROL REIMB** | ($2,201,374) | $0 | $0 | ($2,201,374) |
| **36940 - JUDGMENTS SETTLEMENTS** | ($750,000) | $0 | $0 | ($750,000) |
| **42009 - SALMON RECOV FUND BOARD** | ($1,475,895) | $0 | $0 | ($1,475,895) |
| **Total Revenue** | **($6,587,269)** | **$0** | **$0** | **($6,587,269)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER WRIA9 ECOSYSTEM RESTORATN 1034245

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $706,152 | $198,253 | $0 | $0 | $0 | $904,405 |
| 2 Prelim Design | $392,475 | $135,000 | $0 | $0 | $0 | $527,475 |
| 3 Final Design | $2,197,833 | $448,548 | $1,001,045 | $617,290 | $0 | $4,264,716 |
| 4 Implementation | $5,084,194 | $230,618 | ($60,265) | ($623,627) | ($57,964) | $4,572,956 |
| 5 Closeout | $358,873 | $30,000 | $104,545 | $6,338 | $57,964 | $557,720 |
| 6 Acquisition | $193,619 | $0 | $0 | $0 | $0 | $193,619 |
| **Total Expense** | **$8,933,146** | **$1,042,419** | **$1,045,325** | **$1** | **$0** | **$11,020,891** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $854,781 | $798,891 | $1,331,791 | $904,405 |
| 2 Preliminary Design | $0 | $1,586,351 | $393,098 | $587,581 | $527,475 |
| 3 Final Design | $0 | $4,517,479 | $2,197,833 | $1,825,919 | $2,646,381 |
| 4 Implementation | $0 | $2,693,237 | $5,357,123 | $6,954,551 | $5,314,812 |
| 5 Closeout | $0 | $567,344 | $361,431 | $478,517 | $388,873 |
| 6 Acquisition | $0 | $247,383 | $199,762 | $6,429,800 | $193,619 |
| **Total** | **$0** | **$10,466,575** | **$9,308,138** | **$17,608,159** | **$9,975,565** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $427,386 | $0 | $0 | $427,386 |
| 2 Preliminary Design | $60,106 | ($2,004,047) | $0 | ($1,943,941) |
| 3 Final Design | ($820,462) | $524,456 | $1,001,045 | ($1,297,051) |
| 4 Implementation | $1,639,739 | ($5,056,178) | ($60,265) | ($3,356,174) |
| 5 Closeout | $89,644 | ($51,500) | $104,545 | ($66,401) |
| 6 Acquisition | $6,236,181 | $0 | $0 | $6,236,181 |
| **Total** | **$7,632,594** | **($6,587,269)** | **$1,045,325** | **$0** |

**NARRATIVES** WLER WRIA9 ECOSYSTEM RESTORATN 1034245

## Current Scope

Water Resource Inventory Area 9 Ecosystem Restoration: This master undertakes actions to protect or restore aquatic ecosystems in the unincorporated portions of the Green/ Duwamish Watersheds. The projects are primarily identified through WRIA 9 salmon conservation planning, Surface Water Management basin planning, and other investigation efforts by the Middle Green river basin steward. Typical actions include reconnecting side-channel habitat to the mainstem river, removing levees and other forms of bank hardening, eliminating man-made barriers to fish migration (such as blocked culverts), increasing riparian forest cover to improve water quality, and adding large wood to increase instream habitat complexity.

# Capital Appropriation Proposal



**NARRATIVES** WLER WRIA9 ECOSYSTEM RESTORATN 1034245

## 1. PROJECT SCOPE

Water Resource Inventory Area 9 Ecosystem Restoration: This master undertakes actions to protect or restore aquatic ecosystems in the unincorporated portions of the Green/ Duwamish Watersheds. The projects are primarily identified through WRIA 9 salmon conservation planning, Surface Water Management basin planning, and other investigation efforts by the Middle Green river basin steward. Typical actions include reconnecting side-channel habitat to the mainstem river, removing levees and other forms of bank hardening, eliminating man-made barriers to fish migration (such as blocked culverts), increasing riparian forest cover to improve water quality, and adding large wood to increase instream habitat complexity.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project provides for substantial ecological improvements in the Green/ Duwamish watersheds. Listing of several species of fish on the Endangered Species Act has shown the need to preserve ecological habitat. The projects which are funded through this program are implemented to provide increased habitat and favorable conditions for fish and other aquatic wildlife which is necessary for their survival.

## 4. PROJECT BENEFITS/OUTCOMES

N/A

## 5. BUDGET REQUEST BASIS

This program is closing down in 2021-2022. The adjustment in this budget cycle is to move remaining funds to the new program and funds remaining in this program will wrap up already completed projects.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

In the 2021-2022 budget this program will be closing out projects that are in process as a new program has is being created in this same budget cycle.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

NA for this Technical Adjustment.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** WLER WRIA9 ECOSYSTEM RESTORATN 1034245

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER MASTER WRIA10 ECOSYSTM RESTORATN (WLER WRIA10 ECOSYSTM RESTORATN) 1034280

Master Project, TA, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER WRIA10 ECOSYSTM RESTORATN |
| **Substantial Completion** | 12/31/2050 |
| **Location** | WRIA 10 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/10 - 12/31/18 | $944,523 | $0 | $0 | $0 | $944,523 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $1,000,476 | $0 | $0 | $0 | $1,000,476 |
| **4 Implementation** | $2,195,347 | ($200,000) | $0 | $0 | $1,995,347 |
| **5 Closeout** | $120,957 | $0 | $0 | $0 | $120,957 |
| **6 Acquisition** | $123,917 | $0 | $0 | $0 | $123,917 |
| **Total Budget** | **$4,385,221** | **($200,000)** | **$0** | **$0** | **$4,185,221** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($200,000) | $0 | $0 | ($200,000) |
| **Total Revenue** | **($200,000)** | **$0** | **$0** | **($200,000)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER WRIA10 ECOSYSTM RESTORATN 1034280

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $29,255 | $0 | $0 | $0 | $0 | $29,255 |
| 2 Prelim Design | $676,975 | $0 | $0 | $0 | $0 | $676,975 |
| 3 Final Design | $954,058 | $0 | $0 | $0 | $0 | $954,058 |
| 4 Implementation | $1,476,564 | $216,797 | $672,812 | $0 | $0 | $2,366,173 |
| 5 Closeout | $31,834 | $0 | $0 | $0 | $0 | $31,834 |
| 6 Acquisition | $126,926 | $0 | $0 | $0 | $0 | $126,926 |
| **Total Expense** | **$3,295,612** | **$216,797** | **$672,812** | **$0** | **$0** | **$4,185,221** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $29,255 | $29,255 | $944,523 | $29,255 |
| 2 Preliminary Design | $0 | $676,975 | $676,975 | $0 | $676,975 |
| 3 Final Design | $0 | $954,058 | $954,058 | $1,000,476 | $954,058 |
| 4 Implementation | $0 | $2,366,173 | $1,476,821 | $2,195,347 | $1,693,361 |
| 5 Closeout | $0 | $31,834 | $31,890 | $120,957 | $31,834 |
| 6 Acquisition | $0 | $151,926 | $144,857 | $123,917 | $126,926 |
| **Total** | **$0** | **$4,210,221** | **$3,313,856** | **$4,385,220** | **$3,512,409** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $915,269 | $0 | $0 | $915,269 |
| 2 Preliminary Design | ($676,975) | $0 | $0 | ($676,975) |
| 3 Final Design | $46,418 | $0 | $0 | $46,418 |
| 4 Implementation | $501,985 | ($200,000) | $672,812 | ($370,827) |
| 5 Closeout | $89,124 | $0 | $0 | $89,124 |
| 6 Acquisition | ($3,009) | $0 | $0 | ($3,009) |
| **Total** | **$872,812** | **($200,000)** | **$672,812** | **$0** |

**NARRATIVES** WLER WRIA10 ECOSYSTM RESTORATN 1034280

## Current Scope

Water Resource Inventory Area 10 Ecosystem Restoration: This master undertakes actions to protect or restore aquatic ecosystems in the unincorporated portions of the White River Watershed. The projects are primarily identified through WRIA 10 salmon conservation planning, Surface Water Management basin planning, and other investigation efforts by the WRIA10 basin stewards. Typical actions include reconnecting side-channel habitat to the mainstem river, removing levees and other forms of bank hardening, eliminating man-made barriers to fish migration (such as blocked culverts), increasing riparian forest cover to improve water quality, and adding large wood to increase instream habitat complexity.

# Capital Appropriation Proposal



**NARRATIVES** WLER WRIA10 ECOSYSTM RESTORATN 1034280

## 1. PROJECT SCOPE

Water Resource Inventory Area 10 Ecosystem Restoration: This master undertakes actions to protect or restore aquatic ecosystems in the unincorporated portions of the White River Watershed. The projects are primarily identified through WRIA 10 salmon conservation planning, Surface Water Management basin planning, and other investigation efforts by the WRIA10 basin stewards. Typical actions include reconnecting side-channel habitat to the mainstem river, removing levees and other forms of bank hardening, eliminating man-made barriers to fish migration (such as blocked culverts), increasing riparian forest cover to improve water quality, and adding large wood to increase instream habitat complexity.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project provides for substantial ecological improvements in the White River watersheds. Listing of several species of fish on the endangered list has shown the need to preserve ecological habitat. The projects which are funded through this program are implemented to provide increased habitat and favorable conditions for fish and other aquatic wildlife which is necessary for their survival.

## 4. PROJECT BENEFITS/OUTCOMES

N/A

## 5. BUDGET REQUEST BASIS

This program is closing down in 2021-2022. The adjustment in this budget cycle is to move remaining funds to the new program and funds remaining in this program will wrap up already completed projects.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

In the 2021-2022 budget this program will be closing out projects that are in process as a new small habitat program has is being created in this same budget cycle.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** WLER WRIA10 ECOSYSTM RESTORATN 1034280

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER MASTER VASHON ECOSYSTEM RESTORAT (WLER VASHON ECOSYSTEM RESTORAT) 1034282

Master Project, TA, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER VASHON ECOSYSTEM RESTORAT |
| **Substantial Completion** | 12/31/2050 |
| **Location** | Vashon Island |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/10 - 12/31/18 | $1,679,911 | $0 | $0 | $0 | $1,679,911 |
| **2 Preliminary Design** | $468,771 | $0 | $0 | $0 | $468,771 |
| **3 Final Design** | $292,721 | $0 | $0 | $0 | $292,721 |
| **4 Implementation** | $2,840,747 | ($850,000) | $0 | $0 | $1,990,747 |
| **5 Closeout** | $118,277 | $0 | $0 | $0 | $118,277 |
| **6 Acquisition** | $1,621,242 | $0 | $0 | $0 | $1,621,242 |
| **Total Budget** | **$7,021,669** | **($850,000)** | **$0** | **$0** | **$6,171,669** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($350,000) | $0 | $0 | ($350,000) |
| **40809 - SALMON RECOVERY DEPT COMM** | ($500,000) | $0 | $0 | ($500,000) |
| **Total Revenue** | **($850,000)** | **$0** | **$0** | **($850,000)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER VASHON ECOSYSTEM RESTORAT 1034282

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $192,080 | $0 | $0 | $0 | $0 | $192,080 |
| 2 Prelim Design | $516,553 | $30,000 | $0 | $0 | $0 | $546,553 |
| 3 Final Design | $527,396 | $60,000 | $0 | $0 | $0 | $587,396 |
| 4 Implementation | $1,788,976 | $1,622,489 | $0 | $0 | $0 | $3,411,465 |
| 5 Closeout | $64,549 | $11,250 | $10,300 | $0 | $0 | $86,099 |
| 6 Acquisition | $1,348,076 | $0 | $0 | $0 | $0 | $1,348,076 |
| **Total Expense** | **$4,437,630** | **$1,723,739** | **$10,300** | **$0** | **$0** | **$6,171,669** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $189,152 | $192,080 | $1,679,911 | $192,080 |
| 2 Preliminary Design | $0 | $545,748 | $549,114 | $468,771 | $546,553 |
| 3 Final Design | $0 | $587,396 | $543,225 | $292,721 | $587,396 |
| 4 Implementation | $0 | $3,384,503 | $1,789,345 | $2,840,747 | $3,411,465 |
| 5 Closeout | $0 | $65,612 | $64,549 | $118,277 | $75,799 |
| 6 Acquisition | $0 | $1,348,076 | $1,348,076 | $1,621,242 | $1,348,076 |
| **Total** | **$0** | **$6,120,487** | **$4,486,389** | **$7,021,669** | **$6,161,369** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1,487,831 | $0 | $0 | $1,487,831 |
| 2 Preliminary Design | ($77,782) | $0 | $0 | ($77,782) |
| 3 Final Design | ($294,675) | $0 | $0 | ($294,675) |
| 4 Implementation | ($570,718) | ($850,000) | $0 | ($1,420,718) |
| 5 Closeout | $42,478 | $0 | $10,300 | $32,178 |
| 6 Acquisition | $273,166 | $0 | $0 | $273,166 |
| **Total** | **$860,300** | **($850,000)** | **$10,300** | **$0** |

**NARRATIVES** WLER VASHON ECOSYSTEM RESTORAT 1034282

## Current Scope

Vashon Ecosystem Restoration: This master undertakes actions to protect or restore aquatic ecosystems in the unincorporated portions of the Vashon-Maury Island Watershed. The projects are primarily identified through salmon conservation planning, Surface Water Management basin planning, and other investigation efforts by the basin stewards. Typical actions include reconnecting side-channel habitat to the mainstem river, removing levees and other forms of bank hardening, eliminating man-made barriers to fish migration (such as blocked culverts), increasing riparian forest cover to improve water quality, and recreating log jams to increase the dynamic complexity of river flows.

## 1. PROJECT SCOPE

Vashon Ecosystem Restoration: This master undertakes actions to protect or restore aquatic ecosystems in the unincorporated portions of the Vashon-Maury Island Watershed. The projects are primarily identified through salmon conservation planning, Surface Water Management basin planning, and other investigation efforts by the basin stewards. Typical actions include reconnecting side-channel habitat to the mainstem river, removing levees and other forms of bank hardening, eliminating man-made barriers to fish migration (such as blocked culverts), increasing riparian forest cover to improve water quality, and recreating log jams to increase the dynamic complexity of river flows.

# Capital Appropriation Proposal



**NARRATIVES** WLER VASHON ECOSYSTEM RESTORAT 1034282

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project provides for substantial ecological improvements in the Vashon-Maury Island watershed. Listing of several species of fish on the endangered list has shown the need to preserve ecological habitat. The projects which are funded through this program are implemented to provide increased habitat and favorable conditions for fish and other aquatic wildlife which is necessary for their survival.

## 4. PROJECT BENEFITS/OUTCOMES

N/A

## 5. BUDGET REQUEST BASIS

This program is closing down in 2021-2022. The adjustment in this budget cycle is to move remaining funds to the new program and funds remaining in this program will wrap up already completed projects.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

In the 2021-2022 budget this program will be closing out projects that are in process as a new small habitat program has is being created in this same budget cycle.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLER VASHON ECOSYSTEM RESTORAT 1034282

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER MASTER SMALL HABITAT RESTORATION (WLER SMALL HABITAT RESTORATION) 1034287

Master Project, TA, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER SMALL HABITAT RESTORATION |
| **Substantial Completion** | 01/01/2042 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1,185,382 | $0 | $0 | $0 | $1,185,382 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $20,208 | $0 | $0 | $0 | $20,208 |
| **4 Implementation** | $2,749,190 | ($75,000) | $0 | $0 | $2,674,190 |
| **5 Closeout** | $162,971 | $0 | $0 | $0 | $162,971 |
| **6 Acquisition** | $698 | $0 | $0 | $0 | $698 |
| **Total Budget** | **$4,118,451** | **($75,000)** | **$0** | **$0** | **$4,043,451** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($75,000) | $0 | $0 | ($75,000) |
| **Total Revenue** | **($75,000)** | **$0** | **$0** | **($75,000)** |

### EXPENSE WLER SMALL HABITAT RESTORATION 1034287

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $540,990 | $72,000 | $74,160 | $0 | $0 | $687,150 |
| **2 Prelim Design** | ($9,189) | $0 | $0 | $0 | $0 | ($9,189) |
| **3 Final Design** | $306,503 | $21,000 | $21,630 | $0 | $0 | $349,133 |
| **4 Implementation** | $2,051,148 | $263,007 | ($201,677) | $0 | $0 | $2,112,478 |
| **5 Closeout** | $645,331 | $126,000 | $129,780 | $0 | $0 | $901,111 |
| **6 Acquisition** | $2,767 | $0 | $0 | $0 | $0 | $2,767 |
| **Total Expense** | **$3,537,550** | **$482,007** | **$23,893** | **$0** | **$0** | **$4,043,450** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $338,365 | $565,046 | $1,185,382 | $612,990 |
| 2 Preliminary Design | $0 | $88 | ($9,189) | $1 | ($9,189) |
| 3 Final Design | $0 | $141,937 | $309,472 | $20,208 | $327,503 |
| 4 Implementation | $0 | $556,072 | $2,070,965 | $2,749,190 | $2,314,155 |
| 5 Closeout | $0 | $274,232 | $659,986 | $162,971 | $771,331 |
| 6 Acquisition | $0 | $0 | $2,767 | $698 | $2,767 |
| **Total** | **$0** | **$1,310,694** | **$3,599,047** | **$4,118,450** | **$4,019,557** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $572,392 | $0 | $74,160 | $498,232 |
| 2 Preliminary Design | $9,190 | $0 | $0 | $9,190 |
| 3 Final Design | ($307,295) | $0 | $21,630 | ($328,925) |
| 4 Implementation | $435,035 | ($75,000) | ($201,677) | $561,712 |
| 5 Closeout | ($608,360) | $0 | $129,780 | ($738,140) |
| 6 Acquisition | ($2,069) | $0 | $0 | ($2,069) |
| **Total** | **$98,893** | **($75,000)** | **$23,893** | **$0** |

## NARRATIVES

WLER SMALL HABITAT RESTORATION 1034287

### Current Scope

Small Habitat Restoration - The mission of small habitat restoration program is to build small low cost habitat restoration projects to enhance and restore streams, wetlands and riparian habitat. Projects include stabilizing eroding stream banks, restoring fish access to upstream habitat, installing livestock fences, controlling invasive weeds, planting native vegetation and providing technical assistance to landowners and agencies. Projects are implemented in the White, Green, Cedar, & Snoqualmie rivers as well as in Lake Washington, Lake Sammamish and along Puget Sound.

### 1. PROJECT SCOPE

Small Habitat Restoration - The mission of small habitat restoration program is to build small low cost habitat restoration projects to enhance and restore streams, wetlands and riparian habitat. Projects include stabilizing eroding stream banks, restoring fish access to upstream habitat, installing livestock fences, controlling invasive weeds, planting native vegetation and providing technical assistance to landowners and agencies. Projects are implemented in the White, Green, Cedar, & Snoqualmie rivers as well as in Lake Washington, Lake Sammamish and along Puget Sound.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The Small Habitat Restoration Program (SHRP) was chartered in 1995 to build small capital improvement projects on both private and public properties with the mission of restoring and enhancing habitat in and along streams and wetlands. This program selects projects that have maximum habitat benefits with minimal design or permitting needs, it also provides technical assistance to private property owners who are interested in restoring habitat on their property but lack the resources to do so. Over time, the cumulative effect of these smaller projects helps meet salmon conservation and recovery goals. The programs reputation has enabled King County to perform numerous salmon habitat restoration projects on private property without purchasing real property or easements. These mutually beneficial projects are tremendously cost-effective. Not implementing the small habitat restoration would set back salmon recovery efforts, community stewardship building, and the positive legacy of King County providing excellent customer support and relationship building with our residents.

# Capital Appropriation Proposal



**NARRATIVES** WLER SMALL HABITAT RESTORATION 1034287

## 4. PROJECT BENEFITS/OUTCOMES

N/A

## 5. BUDGET REQUEST BASIS

This program is closing down in 2021-2022. The adjustment in this budget cycle is to move remaining funds to the new program and funds remaining in this program will wrap up already completed projects.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

In the 2021-2022 budget this program will be closing out projects that are in process as a new small habitat program has is being created in this same budget cycle.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWC MASTER SUPPORT TO OTHERS PGM (WLSWC SUPPORT TO OTHERS PGM) 1048135

Master Project, TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLSWC SUPPORT TO OTHERS PGM |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 05/01/10 - 12/31/18 | $6,823 | $0 | $0 | $0 | $6,823 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $35,000 | $0 | $0 | $0 | $35,000 |
| **4 Implementation** | $0 | $24,752 | $0 | $0 | $24,752 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$41,823** | **$24,752** | **$0** | **$0** | **$66,575** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $24,752 | $0 | $0 | $24,752 |
| **Total Revenue** | **$24,752** | **$0** | **$0** | **$24,752** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLSWC SUPPORT TO OTHERS PGM 1048135

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $29,042 | $0 | $0 | $0 | $0 | $29,042 |
| 2 Prelim Design | $17,325 | $0 | $0 | $0 | $0 | $17,325 |
| 3 Final Design | $15,020 | $0 | $0 | $0 | $0 | $15,020 |
| 4 Implementation | $5,188 | | $0 | $0 | $0 | $5,188 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$66,575** | **$0** | **$0** | **$0** | **$0** | **$66,575** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $29,042 | $29,042 | $6,823 | $29,042 |
| 2 Preliminary Design | $0 | $17,325 | $17,325 | $0 | $17,325 |
| 3 Final Design | $0 | $8,893 | $15,020 | $35,000 | $15,020 |
| 4 Implementation | $0 | ($23,685) | $5,188 | $0 | $5,188 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$31,575** | **$66,575** | **$41,823** | **$66,575** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($22,219) | $0 | $0 | ($22,219) |
| 2 Preliminary Design | ($17,325) | $0 | $0 | ($17,325) |
| 3 Final Design | $19,980 | $0 | $0 | $19,980 |
| 4 Implementation | ($5,188) | $24,752 | $0 | $19,564 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($24,752)** | **$24,752** | **$0** | **$0** |

**NARRATIVES** WLSWC SUPPORT TO OTHERS PGM 1048135

## Current Scope

Technical Support to Other Programs - The primary purpose of this program is to provide design, project management, and construction management support services to Capital Improvement projects and programs to other divisions and departments within King County. Support services will also be provided to other agencies and cities outside the county. All services are reimbursed by those entities.

## 1. PROJECT SCOPE

Technical Support to Other Programs - The primary purpose of this program is to provide design, project management, and construction management support services to Capital Improvement projects and programs to other divisions and departments within King County. Support services will also be provided to other agencies and cities outside the county. All services are reimbursed by those entities.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WLSWC SUPPORT TO OTHERS PGM 1048135

## 3. PROJECT JUSTIFICATION

This program is required to develop support services that are needed for an effective Capital Improvement project program. As an example, this program will support the development of the new project management manual which is required by the County Executive Order to ensure Capital Improvement Program projects are managed uniformly. Not implementing this project could be detrimental to Water and Land Resource compliance with the County Executive Order.

## 4. PROJECT BENEFITS/OUTCOMES

N/A

## 5. BUDGET REQUEST BASIS

This technical adjustment is closing out the Support to Others Program, all projects have now been completed. This adjustment balances the program to allow for closure.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

In the 2019/2020 budget process the Support to Others Program was elliminated. The goal for 2019/2020 was to complete and closeout projects to allow for this program to be closed out. That goal has been met and this program is ready to be balanced and closed.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WLSWC SUPPORT TO OTHERS PGM 1048135

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWCND MASTER NEIGHBORHOOD DRAINAGE ASSISTANCE PROGRAM (WLSWCND NEIGHBORHOOD DRN ASST) 1048364

Master Project, TA, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLSWCND NEIGHBORHOOD DRN ASST |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/12 - 12/31/18 | $5,300 | $41,818 | $0 | $0 | $47,118 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/12 - 12/31/18 | $13,000 | $0 | $0 | $0 | $13,000 |
| **4 Implementation** 01/01/12 - 12/31/18 | $497,445 | ($41,818) | $0 | $0 | $455,627 |
| **5 Closeout** 01/01/12 - 12/31/18 | $4,900 | ($82,441) | $0 | $0 | ($77,541) |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$520,646** | **($82,441)** | **$0** | **$0** | **$438,205** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($82,441) | $0 | $0 | ($82,441) |
| **Total Revenue** | **($82,441)** | **$0** | **$0** | **($82,441)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLSWCND NEIGHBORHOOD DRN ASST 1048364

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $6,781 | | $41,818 | $0 | $0 | $48,599 |
| 2 Prelim Design | $15,751 | $0 | $0 | $0 | $0 | $15,751 |
| 3 Final Design | $157,189 | $0 | $0 | $0 | $0 | $157,189 |
| 4 Implementation | $253,769 | ($1) | ($41,818) | $0 | $0 | $211,950 |
| 5 Closeout | $4,715 | $0 | $0 | $0 | $0 | $4,715 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$438,205** | **($1)** | **$0** | **$0** | **$0** | **$438,204** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $102,607 | $6,781 | $5,300 | $6,781 |
| 2 Preliminary Design | $0 | $17,130 | $15,751 | $0 | $15,751 |
| 3 Final Design | $0 | $149,257 | $157,189 | $13,000 | $157,189 |
| 4 Implementation | $0 | $142,697 | $253,769 | $497,445 | $253,768 |
| 5 Closeout | $0 | $5,619 | $4,715 | $4,900 | $4,715 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$417,310** | **$438,205** | **$520,645** | **$438,204** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,481) | $41,818 | $41,818 | ($1,481) |
| 2 Preliminary Design | ($15,751) | $0 | $0 | ($15,751) |
| 3 Final Design | ($144,189) | $0 | $0 | ($144,189) |
| 4 Implementation | $243,677 | ($41,818) | ($41,818) | $243,677 |
| 5 Closeout | $185 | ($82,441) | $0 | ($82,256) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$82,441** | **($82,441)** | **$0** | **$0** |

**NARRATIVES** WLSWCND NEIGHBORHOOD DRN ASST 1048364

## Current Scope

Neighborhood Drainage Assistance - This program's objective is to reduce flooding on public and private property. The program also assists citizens in resolving smaller neighborhood problems of localized flooding, erosion, sedimentation, and water quality. These problems are typically identified through citizen drainage complaints or inspections. Actions typically include installing pipes and catch basins, upsizing culverts, removing accumulated sediment, stabilizing drainage channels. The actions may include providing technical assistance to property owners and small-scale drainage improvements.

## 1. PROJECT SCOPE

Neighborhood Drainage Assistance - This program's objective is to reduce flooding on public and private property. The program also assists citizens in resolving smaller neighborhood problems of localized flooding, erosion, sedimentation, and water quality. These problems are typically identified through citizen drainage complaints or inspections. Actions typically include installing pipes and catch basins, upsizing culverts, removing accumulated sediment, stabilizing drainage channels. The actions may include providing technical assistance to property owners and small-scale drainage improvements.

# Capital Appropriation Proposal



**NARRATIVES** WLSWCND NEIGHBORHOOD DRN ASST 1048364

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The small scale neighborhood drainage improvements alleviate flooding on private property caused by blocked drain facilities, and improperly maintained private structures. Not providing the Neighborhood Drainage Assistance program results in continuing drainage problems for the affected property, or increased costs to property owners to resolve the problems without County support

## 4. PROJECT BENEFITS/OUTCOMES

N/A

## 5. BUDGET REQUEST BASIS

This technical adjustment is closing out the old Neighborhood Drainage Assistance Program, all projects have now been completed and a new program was created in the 2019/2020 budget process. This adjustment balances the program to allow for closure.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

In the 2019/2020 budget process a new Neighborhood Drainage Assistance Program was created. The goal for 2019/2020 was to complete and closeout projects to allow for this program to be closed out. That goal has been met and this program is ready to be balanced and closed.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLSWCND NEIGHBORHOOD DRN ASST 1048364

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLFAC CAPITAL PROJECT OVERSIGHT (WLFAC CAPITAL PROJECT OVERSIGH) 1111168

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $96,444 | $0 | $0 | $0 | $96,444 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $6,489 | $0 | $0 | $0 | $6,489 |
| **4 Implementation** 01/01/21 - 12/31/22 | $45,234 | $22,407 | $0 | $0 | $67,641 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$148,167** | **$22,407** | **$0** | **$0** | **$170,574** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $22,407 | $0 | $0 | $22,407 |
| **Total Revenue** | **$22,407** | **$0** | **$0** | **$22,407** |

### EXPENSE WLFAC CAPITAL PROJECT OVERSIGH 1111168

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $122,966 | $0 | $0 | $0 | $0 | $122,966 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $11,247 | $0 | $0 | $0 | $0 | $11,247 |
| **4 Implementation** | $0 | $0 | $22,407 | $0 | $0 | $22,407 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$134,213** | **$0** | **$22,407** | **$0** | **$0** | **$156,620** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $122,966 | $96,444 | $122,966 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $11,247 | $6,489 | $11,247 |
| 4 Implementation | $0 | $0 | $0 | $45,234 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$134,213** | **$148,167** | **$134,213** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($26,522) | $0 | $0 | ($26,522) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | ($4,758) | $0 | $0 | ($4,758) |
| 4 Implementation | $45,234 | $22,407 | $22,407 | $45,234 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$13,954** | **$22,407** | **$22,407** | **$13,954** |

## NARRATIVES

WLFAC CAPITAL PROJECT OVERSIGH 1111168

### Current Scope

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 1. PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Budget appropriation supports cost of Captial Project Oversight work of Capital Projects by King County Auditor

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** WLFAC CAPITAL PROJECT OVERSIGH 1111168

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER PORTER LEVEE SETBACK 1114123

Baseline Required, TA, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/30/2018 |
| **Location** | Section: 21 Township: T21N Range: R5E River Mile: 34 Latitude: 47.293 Longitude: -122.172 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $478,180 | $0 | $0 | $0 | $478,180 |
| **3 Final Design** | $360,000 | $0 | $0 | $0 | $360,000 |
| **4 Implementation** | $5,128,705 | ($640,220) | $0 | $0 | $4,488,485 |
| **5 Closeout** | $10,000 | $0 | $0 | $0 | $10,000 |
| **6 Acquisition** | $300,000 | $0 | $0 | $0 | $300,000 |
| **Total Budget** | **$6,276,885** | **($640,220)** | **$0** | **$0** | **$5,636,665** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($598,731) | $0 | $0 | ($598,731) |
| **33429 - DEPT OF ECOLOGY** | ($41,489) | $0 | $0 | ($41,489) |
| **Total Revenue** | **($640,220)** | **$0** | **$0** | **($640,220)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER PORTER LEVEE SETBACK 1114123

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $93,853 | $0 | $0 | $0 | $0 | $93,853 |
| 2 Prelim Design | $607,572 | $0 | $0 | $0 | $0 | $607,572 |
| 3 Final Design | $836,351 | $0 | $0 | $0 | $0 | $836,351 |
| 4 Implementation | $4,036,864 | $0 | $0 | $0 | $0 | $4,036,864 |
| 5 Closeout | $27,707 | $757 | $0 | $0 | $0 | $28,464 |
| 6 Acquisition | $33,561 | $0 | $0 | $0 | $0 | $33,561 |
| **Total Expense** | **$5,635,908** | **$757** | **$0** | **$0** | **$0** | **$5,636,665** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $93,853 | $93,853 | $93,853 | $0 | $93,853 |
| 2 Preliminary Design | $589,427 | $607,572 | $607,572 | $478,180 | $607,572 |
| 3 Final Design | $469,200 | $836,351 | $836,550 | $360,000 | $836,351 |
| 4 Implementation | $4,321,890 | $4,036,864 | $4,036,864 | $5,128,705 | $4,036,864 |
| 5 Closeout | $12,000 | $28,494 | $29,302 | $10,000 | $28,464 |
| 6 Acquisition | $28,000 | $33,561 | $33,561 | $300,000 | $33,561 |
| **Total** | **$5,514,370** | **$5,636,695** | **$5,637,702** | **$6,276,885** | **$5,636,665** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($93,853) | $0 | $0 | ($93,853) |
| 2 Preliminary Design | ($129,392) | $0 | $0 | ($129,392) |
| 3 Final Design | ($476,351) | $0 | $0 | ($476,351) |
| 4 Implementation | $1,091,841 | ($640,220) | $0 | $451,621 |
| 5 Closeout | ($18,464) | $0 | $0 | ($18,464) |
| 6 Acquisition | $266,439 | $0 | $0 | $266,439 |
| **Total** | **$640,220** | **($640,220)** | **$0** | **$0** |

**NARRATIVES** WLER PORTER LEVEE SETBACK 1114123

## Current Scope

Porter Levee Setback - This project will remove 800 linear feet of existing training levee, construct 1,000 linear feet of setback levee along Green Valley road, and construct engineered log jams for salmon habitat and elevating a section Green Valley Road for 930' in order to alleviate flooding.

## 1. PROJECT SCOPE

Porter Levee Setback - This project will remove 800 linear feet of existing training levee, construct 1,000 linear feet of setback levee along Green Valley road, and construct engineered log jams for salmon habitat and elevating a section Green Valley Road for 930' in order to alleviate flooding.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WLER PORTER LEVEE SETBACK 1114123

## 3. PROJECT JUSTIFICATION

The purpose of the Porter Levee Setback project is to restore habitat-forming processes in the river floodplain that will improve rearing habitat for fall Green River Chinook salmon. The project may also include the improvement of flood control features to prevent localized flooding. Work related to this project was performed in the Middle Green River feasibility study which will conclude in late2011/early 2012. The expected outcome is restored salmon habitat.

Not implementing this project would result in a potential loss of $200,000 in WA Salmon Recovery Funding Board grant money, as well as a continued delay in achieving the desired salmon recovery goals in the WRIA 9 Salmon Recovery Plan.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

This request is to remove unused appropriation for the completed project to allow for closeout.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

This project was been completed in 2020.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

NA

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLER PORTER LEVEE SETBACK 1114123

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWC STEWSHP WQ COST SHRE 1114197

TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/28/2019 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $814,594 | ($55,622) | $0 | $0 | $758,972 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$814,594** | **($55,622)** | **$0** | **$0** | **$758,972** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($55,622) | $0 | $0 | ($55,622) |
| **Total Revenue** | **($55,622)** | **$0** | **$0** | **($55,622)** |

### EXPENSE WLSWC STEWSHP WQ COST SHRE 1114197

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $744,470 | $3,751 | $0 | $0 | $0 | $748,221 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $10,751 | $0 | $0 | $0 | $0 | $10,751 |
| **Total Expense** | **$755,221** | **$3,751** | **$0** | **$0** | **$0** | **$758,972** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $748,220 | $748,220 | $814,594 | $748,221 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $10,751 | $10,751 | $0 | $10,751 |
| **Total** | **$0** | **$758,971** | **$758,971** | **$814,594** | **$758,972** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $66,373 | ($55,622) | $0 | $10,751 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | ($10,751) | $0 | $0 | ($10,751) |
| **Total** | **$55,622** | **($55,622)** | **$0** | **$0** |

## NARRATIVES

WLSWC STEWSHP WQ COST SHRE 1114197

### Current Scope

Water Quality Stewardship Cost Share: This program provides match funding (partial reimbursement) for cooperators to implement agricultural best management practices as detailed in the Livestock Management and Critical Areas Ordinances. Each applicant may apply for up to $25,000 per property (adopted in 2019). These cost share grants are awarded to landowners implementing practices included in an approved farm plan from the King Conservation District. This is not required for all applicants. Typical Best Management Practices include manure and crop residue composting structures, buffer fencing for streams and wetlands, riparian plantings, roof runoff management, and pasture renovation. King County conducts periodic outreach to advertise the program and monitors for compliance and effectiveness.

### 1. PROJECT SCOPE

Water Quality Stewardship Cost Share: This program provides match funding (partial reimbursement) for cooperators to implement agricultural best management practices as detailed in the Livestock Management and Critical Areas Ordinances. Each applicant may apply for up to $25,000 per property (adopted in 2019). These cost share grants are awarded to landowners implementing practices included in an approved farm plan from the King Conservation District. This is not required for all applicants. Typical Best Management Practices include manure and crop residue composting structures, buffer fencing for streams and wetlands, riparian plantings, roof runoff management, and pasture renovation. King County conducts periodic outreach to advertise the program and monitors for compliance and effectiveness.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Agricultural activities (horticulture and livestock raising) can have negative impacts on water quality and natural resources. Encouraging landowners to implement agricultural best management practices can protect water quality and the environment.

### 4. PROJECT BENEFITS/OUTCOMES

# Capital Appropriation Proposal



**NARRATIVES** WLSWC STEWSHP WQ COST SHRE 1114197

## 5. BUDGET REQUEST BASIS

This technical adjustment is closing out the old Water Quality Cost Share Project, a new project was created in the 2019/2020 budget process and the funds in this old project have not yet been expended so the remaining funds are being transferred to the new project to allow for this project to close.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

In the 2019/2020 budget process a new Water Quality Cost Share Project was created. The goal for 2019/2020 was to spend down funds so this program can be closed.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWC FAIRWOOD 11 PIPE PHASE 2 — 1117559

Baseline Required, TA, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/30/2020 |
| **Location** | Parcel Number 2473400710 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/02/13 - 05/02/13 | $400,000 | $0 | $0 | $0 | $400,000 |
| **2 Preliminary Design** 04/02/13 - 03/05/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 03/05/20 - 09/01/20 | $189,504 | $0 | $0 | $0 | $189,504 |
| **4 Implementation** 09/01/20 - 12/31/20 | $1,836,988 | ($86,706) | $0 | $0 | $1,750,282 |
| **5 Closeout** 12/31/20 - 01/06/23 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 05/01/18 - 12/31/21 | $5,665 | $0 | $0 | $0 | $5,665 |
| **Total Budget** | **$2,432,157** | **($86,706)** | **$0** | **$0** | **$2,345,451** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($86,706) | $0 | $0 | ($86,706) |
| **Total Revenue** | **($86,706)** | **$0** | **$0** | **($86,706)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLSWC FAIRWOOD 11 PIPE PHASE 2 1117559

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $22,848 | $0 | $0 | $0 | $0 | $22,848 |
| 2 Prelim Design | $314,349 | $0 | $0 | $0 | $0 | $314,349 |
| 3 Final Design | $417 | $76,667 | $0 | $0 | $0 | $77,084 |
| 4 Implementation | $1,832 | $1,083,167 | $259,679 | $0 | $0 | $1,344,678 |
| 5 Closeout | $0 | $0 | $70,673 | $0 | $0 | $70,673 |
| 6 Acquisition | $441,219 | $74,600 | $0 | $0 | $0 | $515,819 |
| **Total Expense** | **$780,666** | **$1,234,434** | **$330,352** | **$0** | **$0** | **$2,345,452** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $22,848 | $22,848 | $22,848 | $400,000 | $22,848 |
| 2 Preliminary Design | $314,349 | $314,349 | $346,190 | $0 | $314,349 |
| 3 Final Design | $77,084 | $77,084 | $94,129 | $189,504 | $77,084 |
| 4 Implementation | $1,343,855 | $1,344,678 | $2,477 | $1,836,988 | $1,084,999 |
| 5 Closeout | $70,673 | $70,673 | $0 | $0 | $0 |
| 6 Acquisition | $515,819 | $515,819 | $520,781 | $5,665 | $515,819 |
| **Total** | **$2,344,629** | **$2,345,451** | **$986,425** | **$2,432,157** | **$2,015,099** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $377,152 | $0 | $0 | $377,152 |
| 2 Preliminary Design | ($314,349) | $0 | $0 | ($314,349) |
| 3 Final Design | $112,420 | $0 | $0 | $112,420 |
| 4 Implementation | $751,989 | ($86,706) | $259,679 | $405,604 |
| 5 Closeout | $0 | $0 | $70,673 | ($70,673) |
| 6 Acquisition | ($510,154) | $0 | $0 | ($510,154) |
| **Total** | **$417,058** | **($86,706)** | **$330,352** | **$0** |

**NARRATIVES** WLSWC FAIRWOOD 11 PIPE PHASE 2 1117559

## Current Scope

Stormwater Fairwood 11 Conveyance Pipe Replacement - This project is a capital improvement project to retrofit an existing King County regional storm water flow control facility, Facility DR0516. The facility controls flow discharges of Molasses Creek in to a 2000 feet underground conveyance pipeline which directs flow to open ravine on the south slope of Cedar River valley near Renton. The pipe to be replaced also performs in line flow control of Molasses Creek.

## 1. PROJECT SCOPE

Stormwater Fairwood 11 Conveyance Pipe Replacement - This project is a capital improvement project to retrofit an existing King County regional storm water flow control facility, Facility DR0516. The facility controls flow discharges of Molasses Creek in to a 2000 feet underground conveyance pipeline which directs flow to open ravine on the south slope of Cedar River valley near Renton. The pipe to be replaced also performs in line flow control of Molasses Creek.

# Capital Appropriation Proposal



**NARRATIVES** WLSWC FAIRWOOD 11 PIPE PHASE 2 1117559

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The retrofit design will determine flow control modifications appropriate for adjacent property protection, downstream conveyance capacity and protection of downstream open channel habitat conditions and provide ravine erosion protection.

## 4. PROJECT BENEFITS/OUTCOMES

N/A

## 5. BUDGET REQUEST BASIS

This technical adjustment is a request to move excess funds from this project that is wrapping up to help fund the 2021-2022 needs.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

This standalone project is in the process of wrapping up expenses and is expected to be completed in the 2021-2022 budget cycle. There is an anticipated excess of funds in this project and this request is to move some of those funds to other needs for the 2021-2022 budget cycle.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WLSWC FAIRWOOD 11 PIPE PHASE 2 1117559

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWCAD MASTER ADAP AG DRAINAGE PRGM (WLSWCAD ADAP AG DRAINAGE PRGM) 1119894

Master Project, TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLSWCAD ADAP AG DRAINAGE PRGM |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $100,000 | $0 | $0 | $0 | $100,000 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $924,828 | $22,727 | $0 | $0 | $947,555 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,024,829** | **$22,727** | **$0** | **$0** | **$1,047,556** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $22,727 | $0 | $0 | $22,727 |
| **Total Revenue** | **$22,727** | **$0** | **$0** | **$22,727** |

### EXPENSE WLSWCAD ADAP AG DRAINAGE PRGM 1119894

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $311,529 | $0 | $0 | $0 | $0 | $311,529 |
| **2 Prelim Design** | $117,452 | $0 | $0 | $0 | $0 | $117,452 |
| **3 Final Design** | $163,349 | $0 | $0 | $0 | $0 | $163,349 |
| **4 Implementation** | $446,864 | ($2) | $0 | $0 | $0 | $446,862 |
| **5 Closeout** | $8,170 | $0 | $0 | $0 | $0 | $8,170 |
| **6 Acquisition** | $193 | $0 | $0 | $0 | $0 | $193 |
| **Total Expense** | **$1,047,557** | **($2)** | **$0** | **$0** | **$0** | **$1,047,555** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $302,325 | $311,529 | $100,000 | $311,529 |
| 2 Preliminary Design | $0 | $118,528 | $117,452 | $0 | $117,452 |
| 3 Final Design | $0 | $109,218 | $163,349 | $0 | $163,349 |
| 4 Implementation | $0 | $498,176 | $446,864 | $924,828 | $446,862 |
| 5 Closeout | $0 | $16,173 | $8,170 | $0 | $8,170 |
| 6 Acquisition | $0 | $193 | $193 | $0 | $193 |
| **Total** | **$0** | **$1,044,613** | **$1,047,557** | **$1,024,828** | **$1,047,555** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($211,529) | $0 | $0 | ($211,529) |
| 2 Preliminary Design | ($117,452) | $0 | $0 | ($117,452) |
| 3 Final Design | ($163,349) | $0 | $0 | ($163,349) |
| 4 Implementation | $477,966 | $22,727 | $0 | $500,693 |
| 5 Closeout | ($8,170) | $0 | $0 | ($8,170) |
| 6 Acquisition | ($193) | $0 | $0 | ($193) |
| **Total** | **($22,727)** | **$22,727** | **$0** | **$0** |

## NARRATIVES

WLSWCAD ADAP AG DRAINAGE PRGM 1119894

### Current Scope

Agricultural Drainage Assistance Program: This program provides assistance to farmers to improve drainage on their property. The ADAP provides support in the form of labor, supplies, and technical assistance to meet many of the permit requirements related to drainage projects such as defishing and native buffer planting. The benefits are increased productivity by bringing previously too wet to farm areas into production or extending the growing season for marginally wet properties.

### 1. PROJECT SCOPE

Agricultural Drainage Assistance Program: This program provides assistance to farmers to improve drainage on their property. The ADAP provides support in the form of labor, supplies, and technical assistance to meet many of the permit requirements related to drainage projects such as defishing and native buffer planting. The benefits are increased productivity by bringing previously too wet to farm areas into production or extending the growing season for marginally wet properties.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The purpose is to improve the productivity of agricultural lands in King County by assisting farmers with drainage problems on their lands.

### 4. PROJECT BENEFITS/OUTCOMES

N/A

### 5. BUDGET REQUEST BASIS

This technical adjustment is closing out the old Agricultural Drainage Program, all projects have now been completed and a new program was created in the 2019/2020 budget process. This adjustment balances the program to allow for closure.

### 6. FUNDING AND REVENUE DISCUSSION

N/A

**NARRATIVES** WLSWCAD ADAP AG DRAINAGE PRGM 1119894

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

In the 2019/2020 budget process a new Agricultural Drainage Program was created. The goal for 2019/2020 was to complete and closeout projects to allow for this program to be closed out. That goal has been met and this program is ready to be balanced and closed.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER Riverbend Restoration 1123571

Baseline Required, TA, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/30/2021 |
| **Location** | The project is located on the left bank of the Cedar River between River Mile (RM) 6.5 and 7.5. The project site, located between Cedar Rapids and Cavanaugh Pond Natural Area, is/was the home of the Riverbend Mobile Home Park which was recently acquired for flood reduction and habitat restoration purposes. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/16/15 - 06/24/15 | $0 | $130,019 | $0 | $0 | $130,019 |
| **2 Preliminary Design** 06/25/15 - 03/29/19 | $0 | $452,670 | $0 | $0 | $452,670 |
| **3 Final Design** 03/29/19 - 05/18/20 | $0 | $1,700,621 | $0 | $0 | $1,700,621 |
| **4 Implementation** 05/18/20 - 12/30/21 | $0 | $15,072,949 | $0 | $0 | $15,072,949 |
| **5 Closeout** 01/01/22 - 06/30/22 | $0 | $80,000 | $0 | $0 | $80,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$17,436,259** | **$0** | **$0** | **$17,436,259** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,400,000 | $0 | $0 | $1,400,000 |
| **33429 - DEPT OF ECOLOGY** | $8,115,000 | $0 | $0 | $8,115,000 |
| **33705 - INTERLOCAL SEATTLE** | $1,000,000 | $0 | $0 | $1,000,000 |
| **33833 - FLOOD CONTROL REIMB** | $766,259 | $0 | $0 | $766,259 |
| **40809 - SALMON RECOVERY DEPT COMM** | $6,155,000 | $0 | $0 | $6,155,000 |
| **Total Revenue** | **$17,436,259** | **$0** | **$0** | **$17,436,259** |

## EXPENSE WLER Riverbend Restoration 1123571

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $130,019 | $130,019 | $0 | $0 | $0 | $260,038 |
| **2 Prelim Design** | $452,670 | $452,670 | $0 | $0 | $0 | $905,340 |
| **3 Final Design** | $1,028,621 | $1,446,674 | $253,947 | $0 | $0 | $2,729,242 |
| **4 Implementation** | $63,365 | $4,215,440 | $8,455,000 | $0 | $0 | $12,733,805 |
| **5 Closeout** | $0 | $0 | $30,000 | $50,000 | $0 | $80,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,674,676** | **$6,244,803** | **$8,738,947** | **$50,000** | **$0** | **$16,708,426** |

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $130,019 | $130,019 | $130,019 | $0 | $260,038 |
| **2 Preliminary Design** | $452,670 | $452,670 | $452,670 | $0 | $905,340 |
| **3 Final Design** | $1,216,456 | $1,700,621 | $1,255,914 | $0 | $2,475,295 |
| **4 Implementation** | $15,734,155 | $12,670,440 | $336,387 | $0 | $4,278,805 |
| **5 Closeout** | $83,945 | $80,000 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$17,617,246** | **$15,033,750** | **$2,174,990** | **$0** | **$7,919,478** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | ($260,038) | $130,019 | $0 | ($130,019) |
| **2 Preliminary Design** | ($905,340) | $452,670 | $0 | ($452,670) |
| **3 Final Design** | ($2,475,295) | $1,700,621 | $253,947 | ($1,028,621) |
| **4 Implementation** | ($4,278,805) | $15,072,949 | $8,455,000 | $2,339,144 |
| **5 Closeout** | $0 | $80,000 | $30,000 | $50,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 |
| **Total** | **($7,919,478)** | **$17,436,259** | **$8,738,947** | **$777,834** |

# Capital Appropriation Proposal



**NARRATIVES** WLER Riverbend Restoration 1123571

## Current Scope

Riverbend Restoration: The project will remove and set back levees and revetments where appropriate on the left bank between River Mile 6.5 to 7.5 of the Cedar River to restore floodplain connectivity, enhance floodwater conveyance and storage, and create better spawning and rearing habitat in the existing channel by reducing flow velocity and scour. Three levees/revetments to be modified they include: 1) Cedar Rapids Left Levee that runs south to north along the upstream edge of the project site, 2) the Riverbend Upper levee which runs along the river for the length of the project site; and 3) the Riverbend Lower levee and extensions located downstream from the project site which runs along the river through the Cavanaugh Pond Natural Area. The project will likely be built in phases.

## 1. PROJECT SCOPE

Riverbend Restoration: The project will remove and set back levees and revetments where appropriate on the left bank between River Mile 6.5 to 7.5 of the Cedar River to restore floodplain connectivity, enhance floodwater conveyance and storage, and create better spawning and rearing habitat in the existing channel by reducing flow velocity and scour. Three levees/revetments to be modified they include: 1) Cedar Rapids Left Levee that runs south to north along the upstream edge of the project site, 2) the Riverbend Upper levee which runs along the river for the length of the project site; and 3) the Riverbend Lower levee and extensions located downstream from the project site which runs along the river through the Cavanaugh Pond Natural Area. The project will likely be built in phases.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Levees built along this reach of the Cedar River eliminated floodplain storage, concentrated erosive flows within the channel, restricted channel migration and impacted existing and future aquatic habitat. To restore these functions, the aging levees will be removed and new flood protection facilities installed farther from the river as part of this project. This project is among the highest priority recommendations in the Lower Cedar River Basin and Non-point Pollution Action Plan (adopted by the King County Council in July, 1997), the 2006 King County Flood Hazard Management Plan (adopted by the King County Council, January 2007), the Lake Washington General Investigation Study Project Recommendations (issued by King County and the U.S. Army Corps of Engineers, September 2002) and the Final Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan's 10-Year Start List (Chapter 9, Volume I).

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

No new appropriation is being requested on this project for the 2021-2022 budget. This is a project that is being moved from a subproject to a standalone project based on the total estimated cost and this is a technical adjustment.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

The project is in final design with intent to implement the first phase in summer 2020. A second phase will be implemented in 2021 or 2022.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

NA for this Technical Adjustment. If appropriation is added in the future, Art will be required.

**NARRATIVES** WLER Riverbend Restoration 1123571

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER Frew Floodplain Reconnect 1123577

TA, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | The project is located on the right bank of the lower Tolt River from River Mile 0.5-1.1, in Carnation, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 02/15/16 - 03/29/17 | $0 | $72,650 | $0 | $0 | $72,650 |
| **2 Preliminary Design** 03/30/17 - 11/30/22 | $0 | $2,056,869 | $0 | $0 | $2,056,869 |
| **3 Final Design** 12/01/22 - 06/14/24 | $0 | $1,030,000 | $0 | $0 | $1,030,000 |
| **4 Implementation** 06/17/24 - 12/08/25 | $0 | $845,529 | $0 | $0 | $845,529 |
| **5 Closeout** 12/09/25 - 06/08/26 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$4,005,048** | **$0** | **$0** | **$4,005,048** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $245,000 | $0 | $0 | $245,000 |
| **33833 - FLOOD CONTROL REIMB** | $3,360,048 | $0 | $0 | $3,360,048 |
| **39721 - CONTRIB SURF WATER MGT** | $0 | $0 | $0 | $0 |
| **40809 - SALMON RECOVERY DEPT COMM** | $400,000 | $0 | $0 | $400,000 |
| **Total Revenue** | **$4,005,048** | **$0** | **$0** | **$4,005,048** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER Frew Floodplain Reconnect 1123577

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $72,650 | $0 | $0 | $0 | $0 | $72,650 |
| 2 Prelim Design | $386,869 | $383,429 | $1,286,572 | $0 | $0 | $2,056,870 |
| 3 Final Design | $0 | $0 | $0 | $1,030,000 | $0 | $1,030,000 |
| 4 Implementation | $0 | $0 | $0 | $8,322,468 | $8,724,232 | $17,046,700 |
| 5 Closeout | $0 | $0 | $0 | $0 | $100,000 | $100,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$459,519** | **$383,429** | **$1,286,572** | **$9,352,468** | **$8,824,232** | **$20,306,220** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $72,650 | $72,650 | $0 | $72,650 |
| 2 Preliminary Design | $0 | $2,056,870 | $422,693 | $0 | $770,298 |
| 3 Final Design | $0 | $1,030,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $17,046,700 | $0 | $0 | $0 |
| 5 Closeout | $0 | $100,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$20,306,220** | **$495,343** | **$0** | **$842,948** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($72,650) | $72,650 | $0 | $0 |
| 2 Preliminary Design | ($770,298) | $2,056,869 | $1,286,572 | ($1) |
| 3 Final Design | $0 | $1,030,000 | $0 | $1,030,000 |
| 4 Implementation | $0 | $845,529 | $0 | $845,529 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($842,948)** | **$4,005,048** | **$1,286,572** | **$1,875,528** |

**NARRATIVES** WLER Frew Floodplain Reconnect 1123577

## Current Scope

Frew Levee Setback and Floodplain Reconnection: This project will remove up to 2,800 feet of existing levee along the right bank of the Tolt River between the State Route (SR) 203 Bridge at River Mile (RM) 0.57 and the Snoqualmie Valley Trail Bridge at RM 1.15, reconnecting up to 34 acres of the Tolt River floodplain. A new setback levee, meeting current engineering standards, will be constructed in one of a number of possible setback configurations.

## 1. PROJECT SCOPE

Frew Levee Setback and Floodplain Reconnection: This project will remove up to 2,800 feet of existing levee along the right bank of the Tolt River between the State Route (SR) 203 Bridge at River Mile (RM) 0.57 and the Snoqualmie Valley Trail Bridge at RM 1.15, reconnecting up to 34 acres of the Tolt River floodplain. A new setback levee, meeting current engineering standards, will be constructed in one of a number of possible setback configurations.

# Capital Appropriation Proposal



**NARRATIVES** WLER Frew Floodplain Reconnect 1123577

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Floodplain reconnection is identified in the Snohomish River Basin Salmon Conservation Plan as one of the highest priority actions for recovering threatened Chinook salmon. This project is part of a greater vision for the implementation of multiple floodplain reconnection projects in the lower Tolt River's heavily armored and constrained reach and will add to the nearly 50 acres of floodplain that were reconnected by the Lower Tolt River Floodplain Project implemented in 2009. The new Lower Frew setback levee also will provide improved flood and erosion protection by constructing a levee that meets current engineering design standards, thereby reducing risk to adjacent developable property and State Route 203 at the downstream end of the project area. The setback levee will also serve as a passive recreation trail for the city of Carnation and the greater community with connections to the Snoqualmie Valley Trail.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

No new appropriation is being requested on this project for the 2021-2022 budget, this is a project that is being moved from a subproject to a standalone project based on the total estimated cost and this is a technical adjustment.

## 6. FUNDING AND REVENUE DISCUSSION

Unidentified grant revenue is budgeted in Grant Contingency.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

On hold until progress made on acquisition.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

NA for this technical adjustment. If new appropriation is added in the future, Art may be required.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WLER Frew Floodplain Reconnect 1123577

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWC STEWARDSHIP WATERQUALITY 1129370

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2019 |
| **Location** | This standalone master project services unincorporated King County Farm Land. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $150,000 | $130,622 | $150,000 | $150,000 | $580,622 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$150,000** | **$130,622** | **$150,000** | **$150,000** | **$580,622** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $55,622 | $0 | $0 | $55,622 |
| **39721 - CONTRIB SURF WATER MGT** | $75,000 | $150,000 | $150,000 | $375,000 |
| **Total Revenue** | **$130,622** | **$150,000** | **$150,000** | **$430,622** |

### EXPENSE WLSWC STEWARDSHIP WATERQUALITY 1129370

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $27,516 | $25,000 | $150,000 | $150,000 | $150,000 | $502,516 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$27,516** | **$25,000** | **$150,000** | **$150,000** | **$150,000** | **$502,516** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $727,516 | $27,516 | $150,000 | $52,516 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$727,516** | **$27,516** | **$150,000** | **$52,516** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $97,484 | $130,622 | $150,000 | $78,106 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$97,484** | **$130,622** | **$150,000** | **$78,106** |

## NARRATIVES

WLSWC STEWARDSHIP WATERQUALITY 1129370

### Current Scope

Stormwater Stewardship Water Quality - This project provides match funding (partial reimbursement) for cooperators to implement agricultural best management practices as detailed in the Livestock Management and Critical Areas Ordinances. The cap per property is currently being analyzed. These cost share grants are awarded to landowners implementing practices included in a farm plan from the King Conservation District, USDA Natural Resources Conservation Service or other approved provider. A plan is not necessary, but it is preferred that the applicant work with a technical service agency partner. Typical Best Management Practices include manure and crop residue composting structures, manure management systems, buffer fencing for streams and wetlands, riparian plantings, roof runoff management, and high tunnels (simple greenhouses). King County conducts periodic outreach to advertise the program and monitors for compliance and effectiveness.

### 1. PROJECT SCOPE

Stormwater Stewardship Water Quality - This project provides match funding (partial reimbursement) for cooperators to implement agricultural best management practices as detailed in the Livestock Management and Critical Areas Ordinances. The cap per property is currently being analyzed. These cost share grants are awarded to landowners implementing practices included in a farm plan from the King Conservation District, USDA Natural Resources Conservation Service or other approved provider. A plan is not necessary, but it is preferred that the applicant work with a technical service agency partner. Typical Best Management Practices include manure and crop residue composting structures, manure management systems, buffer fencing for streams and wetlands, riparian plantings, roof runoff management, and high tunnels (simple greenhouses). King County conducts periodic outreach to advertise the program and monitors for compliance and effectiveness.

### 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** WLSWC STEWARDSHIP WATERQUALITY 1129370

## 3. PROJECT JUSTIFICATION

Agricultural activities (horticulture and livestock raising) can have negative impacts on water quality and natural resources. Encouraging landowners to implement agricultural best management practices can protect water quality and the environment. Some of these best management practices further King County's Local Food Initiative, such as the high tunnels mentioned above, which have the added benefit of increasing the growing season.

## 4. PROJECT BENEFITS/OUTCOMES

The project has two benefits. The primary is facilitating the implementation of voluntary agricultural water quality best management practices to improve and protect water quality and fish and wildlife habitat on private properties. The current work is targeting basins with TMDLs for pollutants attributed to agriculture, with the intent of reducing pollutant loading in those systems. The second benefit is to build a bridge between rate payers and King County and allow the rate payers to see a portion of their SWM fee dollars immediately in action.

## 5. BUDGET REQUEST BASIS

The amount requested corresponds to the approximate amount that could be approved and distributed, based on current staffing levels.

## 6. FUNDING AND REVENUE DISCUSSION

Funding for this project is from the Surface Water Management fee.

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County may conduct periodic monitoring, based on staff availability. Recipients are responsible for all maintenance of installed projects, during the project lifetime.

## 8. PROJECT STATUS

This is an ongoing project that has participants cycling through (application, implementation and reimbursement) at all times. The project is considering some pilot activities that may influence future scope changes.

## 9. ALTERNATIVES ANALYSIS

If the project is discontinued, there is less incentive for landowners to implement farm management plans and best management practices. There may also be backlash toward County government for rescinding such a popular program. The greatest negative may be that natural resource concerns will not receive the attention they deserve. Alternative analysis for project scope is handled by the applicant and their King Conservation District Farm Planner (or other planning service provider) during the planning process.

## 10. OTHER AGENCY INVOLVEMENT

This project involves and affects the King Conservation District (KCD) and USDA Natural Resources Conservation Service (NRCS). KCD and NRCS staff are responsible for developing the farm management plans. They also help applicants with the application process, answer implementation questions and participate in the inspection visits.

## 11. ART ELIGIBILITY

1% of Arts is not eligible on this project. This project is a grant cost share program funding work of Local Farmers for work on their properties

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The program is a reimbursement program, meaning the applicant must pay installation costs before receiving reimbursement. Limited income citizens may not be able to meet this requirement and would therefore not participate. Most applicants are landowners, so communities that have a lower rate of property ownership would be at a slight disadvantage. Note that tenants are welcome to apply, if the landowner agrees to the project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Generally, projects that improve or protect water quality would have a positive climate change impact. Most of the practices improve soil quality and plant health, which help to combat climate change or improve farm resiliency to negative climate change impacts. Projects are implemented on private property and are small in scale. The nature of the projects aligns with the goals of the Green Building Program. The majority of projects have an environmental benefit by protecting and enhancing natural resources or recycling nutrients (manure/crop residue storage structures).

**NARRATIVES** WLSWC STEWARDSHIP WATERQUALITY 1129370

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWC MASTER GENERAL (WLSWC GENERAL) 1129371

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLSWC GENERAL |
| **Substantial Completion** | |
| **Location** | The program has projects that service countywide. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $608,181 | $51,500 | $110,911 | $0 | $770,592 |
| **2 Preliminary Design** | $10,454 | $10,000 | $11,092 | $0 | $31,546 |
| **3 Final Design** | $86,954 | $121,396 | $166,368 | $0 | $374,718 |
| **4 Implementation** | $0 | $75,000 | $52,723 | $420,699 | $548,422 |
| **5 Closeout** | $52,272 | $50,000 | $55,456 | $0 | $157,728 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$757,861** | **$307,896** | **$396,550** | **$420,699** | **$1,883,006** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $121,668 | $0 | $0 | $121,668 |
| **39721 - CONTRIB SURF WATER MGT** | $186,228 | $396,550 | $420,699 | $1,003,477 |
| **Total Revenue** | **$307,896** | **$396,550** | **$420,699** | **$1,125,145** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLSWC GENERAL 1129371

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $251,966 | $60,000 | $104,545 | $110,911 | $0 | $527,422 |
| 2 Prelim Design | $1,379 | $5,000 | $10,454 | $11,092 | $0 | $27,925 |
| 3 Final Design | $132,316 | $75,000 | $156,817 | $166,368 | $0 | $530,501 |
| 4 Implementation | $46,595 | $30,000 | $55,215 | $52,723 | $420,699 | $605,232 |
| 5 Closeout | $58,539 | $25,000 | $52,272 | $55,456 | $0 | $191,267 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$490,795** | **$195,000** | **$379,303** | **$396,550** | **$420,699** | **$1,882,347** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $527,423 | $324,005 | $608,181 | $311,966 |
| 2 Preliminary Design | $0 | $27,925 | $3,007 | $10,454 | $6,379 |
| 3 Final Design | $0 | $530,501 | $141,088 | $86,954 | $207,316 |
| 4 Implementation | $0 | $1,296,045 | $51,725 | $0 | $76,595 |
| 5 Closeout | $0 | $191,267 | $65,854 | $52,272 | $83,539 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,573,161** | **$585,679** | **$757,861** | **$685,795** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $296,215 | $51,500 | $104,545 | $243,170 |
| 2 Preliminary Design | $4,075 | $10,000 | $10,454 | $3,621 |
| 3 Final Design | ($120,362) | $121,396 | $156,817 | ($155,783) |
| 4 Implementation | ($76,595) | $75,000 | $55,215 | ($56,810) |
| 5 Closeout | ($31,267) | $50,000 | $52,272 | ($33,539) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$72,066** | **$307,896** | **$379,303** | **$659** |

**NARRATIVES** WLSWC GENERAL 1129371

## Current Scope

Stormwater General Program - This program provides funding for ongoing support services to Stormwater Capital Improvement and Preservation projects and programs, and oversees grant opportunities to fund capital projects. Capital support services include the ongoing implementation and improvement of project management to comply with county requirements, provide general supports to Computer-Aided Architectural Design (CADD) and Survey.

## 1. PROJECT SCOPE

Stormwater General Program - This program provides funding for ongoing support services to Stormwater Capital Improvement and Preservation projects and programs, and oversees grant opportunities to fund capital projects. Capital support services include the ongoing implementation and improvement of project management to comply with county requirements, provide general supports to Computer-Aided Architectural Design (CADD) and Survey.

# Capital Appropriation Proposal



**NARRATIVES** WLSWC GENERAL 1129371

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Stormwater Services Section Capital budget has been reconfigured to align with the new product lines from the Line of Business exercise the Section did in 2015 and 2016. This program is required for the development of support services that are needed for an effective Capital Improvement Project Program.

## 4. PROJECT BENEFITS/OUTCOMES

Not applicable. This is a CIP program planning.

## 5. BUDGET REQUEST BASIS

Budget forecast is prepared using historical costs of similar managing and planning work.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

It is not anticipated that this project (program) will increase or decrease the operating budget.

## 8. PROJECT STATUS

Not applicable. This is a CIP program planning.

## 9. ALTERNATIVES ANALYSIS

Not applicable as this is CIP program planning.

## 10. OTHER AGENCY INVOLVEMENT

There are no other agency involvement as no permits are required for CIP program planning.

## 11. ART ELIGIBILITY

This program is unit management planning. It does not create a capital project. It does not meet eligibility criteria: "Capital Improvement projects for new construction, reconstruction or remodeling buildings, parks, and trails, commemorative structures, pedestrian and vehicular bridges, surface water management projects, wastewater treatment projects, transit facility construction projects and solid waste transfer stations."

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

One responsibility of this project (program) is to ensure CIP implementation is applied uniformly and that ESJ tools are applied to all CIP projects.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program implements the SCAP by: Engaging stakeholders, Using equity and social justice tools as part of King County's climate commitments, ensuring capital improvement projects are taking critical steps to plan for and coordinate regionally on climate change impacts on stormwater, public health, roads, flood risk reduction, and salmon recovery. Green Building strategies are not applied to this project (program) because the work performed is capital program planning.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WLSWC GENERAL 1129371

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWCFS MASTER FEASIBILITY STUDIES (WLSWCFS FEASIBILITY STUDIES) 1129379

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLSWCFS FEASIBILITY STUDIES |
| **Substantial Completion** | |
| **Location** | The program has sub projects located countywide. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $483,089 | $30,448 | $0 | $0 | $513,537 |
| **2 Preliminary Design** | $436,726 | $0 | $0 | $0 | $436,726 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $895,417 | $0 | $649,639 | $731,174 | $2,276,230 |
| **5 Closeout** | $18,576 | $0 | $0 | $0 | $18,576 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,833,808** | **$30,448** | **$649,639** | **$731,174** | **$3,245,069** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39721 - CONTRIB SURF WATER MGT** | $30,448 | $649,639 | $731,174 | $1,411,261 |
| **Total Revenue** | **$30,448** | **$649,639** | **$731,174** | **$1,411,261** |

### EXPENSE WLSWCFS FEASIBILITY STUDIES 1129379

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $201,135 | $135,000 | $104,545 | $0 | $0 | $440,680 |
| **2 Prelim Design** | $470,996 | $154,856 | $92,462 | $0 | $0 | $718,314 |
| **3 Final Design** | $0 | $97,895 | $53,668 | $0 | $0 | $151,563 |
| **4 Implementation** | $378 | $4,894 | $436,702 | $649,639 | $731,174 | $1,822,787 |
| **5 Closeout** | $4,333 | $22,098 | $24,490 | $0 | $0 | $50,921 |
| **6 Acquisition** | $1,066 | $0 | $0 | $0 | $0 | $1,066 |
| **Total Expense** | **$677,908** | **$414,743** | **$711,867** | **$649,639** | **$731,174** | **$3,185,331** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $440,680 | $354,313 | $483,089 | $336,135 |
| 2 Preliminary Design | $0 | $718,314 | $503,043 | $436,726 | $625,852 |
| 3 Final Design | $0 | $151,563 | $0 | $0 | $97,895 |
| 4 Implementation | $0 | $3,095,161 | $378 | $895,417 | $5,272 |
| 5 Closeout | $0 | $50,921 | $4,746 | $18,576 | $26,431 |
| 6 Acquisition | $0 | $1,066 | $1,066 | $0 | $1,066 |
| **Total** | **$0** | **$4,457,705** | **$863,546** | **$1,833,808** | **$1,092,651** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $146,954 | $30,448 | $104,545 | $72,857 |
| 2 Preliminary Design | ($189,126) | $0 | $92,462 | ($281,588) |
| 3 Final Design | ($97,895) | $0 | $53,668 | ($151,563) |
| 4 Implementation | $890,146 | $0 | $436,702 | $453,444 |
| 5 Closeout | ($7,855) | $0 | $24,490 | ($32,345) |
| 6 Acquisition | ($1,066) | $0 | $0 | ($1,066) |
| **Total** | **$741,158** | **$30,448** | **$711,867** | **$59,739** |

## NARRATIVES

WLSWCFS FEASIBILITY STUDIES 1129379

### Current Scope

Stormwater Feasibility Studies: This program funds studies that identify and assess the feasibility of potential capital improvement projects (CIP). Work in the program includes investigating and evaluating site conditions; and performing preliminary analyses of alternatives. The intent of these studies is to determine or confirm the need for a capital improvement project and recommended design, scope, duration, and budget.. The information generated for each project by the Feasibility Program is used to sort and prioritize projects into the stormwater capital programs: asset preservation, natural drainage flood, and water quality. Each program will evaluate funding available and projects will be implemented immediately or placed on the Stormwater Services CIP 6-year plan. The Feasibility Program is a tool for Stormwater Services management to develop a well thought out 6-year capital improvement list.

### 1. PROJECT SCOPE

Stormwater Feasibility Studies: This program funds studies that identify and assess the feasibility of potential capital improvement projects (CIP). Work in the program includes investigating and evaluating site conditions; and performing preliminary analyses of alternatives. The intent of these studies is to determine or confirm the need for a capital improvement project and recommended design, scope, duration, and budget.. The information generated for each project by the Feasibility Program is used to sort and prioritize projects into the stormwater capital programs: asset preservation, natural drainage flood, and water quality. Each program will evaluate funding available and projects will be implemented immediately or placed on the Stormwater Services CIP 6-year plan. The Feasibility Program is a tool for Stormwater Services management to develop a well thought out 6-year capital improvement list.

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WLSWCFS FEASIBILITY STUDIES 1129379

## 3. PROJECT JUSTIFICATION

The Feasibility Program is necessary to study/evaluate known problems of concern to stormwater services in order to determine/confirm capital project needs and generate information sufficient to sort, prioritize, and address those needs with current and future appropriations of limited capital funding. Known problems of concern to stormwater services include but are not limited to severe flooding, erosion, or sedimentation; lack of drainage adversely affecting agricultural or public land; or stormwater infrastructure that is damaged, functionally impaired, or has a high probability and consequence of failure as identified through the stormwater asset management program; or documented degradation of water quality/aquatic health in water bodies. These problems are identified through the stormwater complaint program and asset management program.

## 4. PROJECT BENEFITS/OUTCOMES

The budget is to support a more proactive approach to asset management which has identified a number of aging facilities in need of feasibility studies.

## 5. BUDGET REQUEST BASIS

The 2021-2022 budget request for the feasibility program request is less than prior years as the program will be utilizing carryover funds to completed multiple feasibility studies and start new studies in the biennium.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

No impact to operating budgets

## 8. PROJECT STATUS

In the 2019-2020 biennium the program is reviewing three target areas that will produce up to 22 new capital projects, assessing data for multiple projects on stormwater facilities, final reports have been completed on five studies, three new projects created as well as continuing administrative work and data collection.

## 9. ALTERNATIVES ANALYSIS

Alternatives are not selected but only identified and recommended in feasibility studies.

## 10. OTHER AGENCY INVOLVEMENT

There is no other agency involvement as no permits are required to perform studies.

## 11. ART ELIGIBILITY

This program produces studies and does not meet "Capital Improvement projects for new construction, reconstruction or remodeling buildings, parks, and trails, commemorative structures, pedestrian and vehicular bridges, surface water management projects, wastewater treatment projects, transit facility construction projects and solid waste transfer stations."

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Studies of sites or facilities are selected based on complaints received from the public or from inspection of the facility that indicates a performance issue or a structural component issue (e.g., corrosion due to age of pipe). However, demographics of the site is noted in the study in order to help distribute funds equitably.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Scientific data indicates that storms will potentially become more frequent and more intense in the future. This could lead to an increase in flood risk, particularly in urban areas. This program implements the SCAP by engaging stakeholders, using equity and social justice tools as part of King County's climate commitments, taking critical steps to plan for and coordinate regionally on climate change impacts on stormwater, public health, roads, flood risk reduction, and salmon recovery. The studies completed in this program are for capital planning purposes. Green Building strategies are identified at 30% design.

**NARRATIVES** WLSWCFS FEASIBILITY STUDIES 1129379

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWCAD MASTER AGRICULTURE DRAINAGE (WLSWCAD AGRICULTURE DRAINAGE) 1129380

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLSWCAD AGRICULTURE DRAINAGE |
| **Substantial Completion** | |
| **Location** | The program has sub projects located countywide. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $15,000 | $0 | $0 | $0 | $15,000 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $174,329 | $0 | $0 | $0 | $174,329 |
| **4 Implementation** | $2,749,236 | $1,600,000 | $1,600,000 | $1,600,000 | $7,549,236 |
| **5 Closeout** | $162,153 | $0 | $0 | $0 | $162,153 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,100,718** | **$1,600,000** | **$1,600,000** | **$1,600,000** | **$7,900,718** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39721 - CONTRIB SURF WATER MGT** | $1,600,000 | $1,600,000 | $1,600,000 | $4,800,000 |
| **Total Revenue** | **$1,600,000** | **$1,600,000** | **$1,600,000** | **$4,800,000** |

### EXPENSE WLSWCAD AGRICULTURE DRAINAGE 1129380

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $278,754 | $0 | $0 | $0 | $0 | $278,754 |
| **2 Prelim Design** | $40,228 | $0 | $0 | $0 | $0 | $40,228 |
| **3 Final Design** | $133,036 | $0 | $0 | $0 | $0 | $133,036 |
| **4 Implementation** | $666,279 | $570,433 | $2,798,080 | $994,450 | $1,055,013 | $6,084,255 |
| **5 Closeout** | $204,844 | $1,668 | $0 | $0 | $0 | $206,512 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,323,141** | **$572,101** | **$2,798,080** | **$994,450** | **$1,055,013** | **$6,742,785** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $278,754 | $325,039 | $15,000 | $278,754 |
| 2 Preliminary Design | $0 | $40,228 | $46,389 | $0 | $40,228 |
| 3 Final Design | $0 | $116,125 | $167,770 | $174,329 | $133,036 |
| 4 Implementation | $0 | $8,374,194 | $715,761 | $2,749,236 | $1,236,712 |
| 5 Closeout | $0 | $201,231 | $207,694 | $162,153 | $206,512 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$9,010,532** | **$1,462,653** | **$3,100,718** | **$1,895,242** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($263,754) | $0 | $0 | ($263,754) |
| 2 Preliminary Design | ($40,228) | $0 | $0 | ($40,228) |
| 3 Final Design | $41,293 | $0 | $0 | $41,293 |
| 4 Implementation | $1,512,524 | $1,600,000 | $2,798,080 | $314,444 |
| 5 Closeout | ($44,359) | $0 | $0 | ($44,359) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,205,476** | **$1,600,000** | **$2,798,080** | **$7,396** |

## NARRATIVES

WLSWCAD AGRICULTURE DRAINAGE 1129380

### Current Scope

Agricultural Drainage Assistance Program (ADAP) - This program provides assistance to farmers to improve drainage on their property. The program provides support in the form of labor, supplies, and technical assistance to meet many of the permit requirements related to drainage projects such as de-fishing and native buffer planting. This program also funds the comprehensive agricultural drainage needs (Farm, Fish & Flood) for larger projects that dredge and replace culverts.

### 1. PROJECT SCOPE

Agricultural Drainage Assistance Program (ADAP) - This program provides assistance to farmers to improve drainage on their property. The program provides support in the form of labor, supplies, and technical assistance to meet many of the permit requirements related to drainage projects such as de-fishing and native buffer planting. This program also funds the comprehensive agricultural drainage needs (Farm, Fish & Flood) for larger projects that dredge and replace culverts.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The purpose is to improve the productivity of agricultural lands in King County by assisting farmers with drainage problems on their lands. This work aligns with King County's Local Food Initiative.

### 4. PROJECT BENEFITS/OUTCOMES

The benefits of the agricultural drainage program is increased farming productivity by assisting private land owers in putting in drainage controls that allow previously unusable lands to be farmed and extending the growing season.

### 5. BUDGET REQUEST BASIS

This funding level will improve 20,000 linear feet of agricultural drainage and fund modeling and implementation of projects through the the Farm, Fish, Flood program.

**NARRATIVES** WLSWCAD AGRICULTURE DRAINAGE 1129380

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

None

## 8. PROJECT STATUS

Agricultural Drainage planned, permitted and completed 6 projects in the 2019 construction season, totaling 15,331 feet of dredging. For the 2020 construction season, ADAP has planned 7 projects, 4 of which have received permits, and 3 of which the permit issuance is still pending. Two of those projects were already completed in response to the February storms, dredging a total of 1,350 feet. The five other planned projects have a combined dredge length of 15,578 feet.

## 9. ALTERNATIVES ANALYSIS

Each sub project is surveyed early in the process. The survey determines what is causing the impacts to the property and identifies options for addressing the problem.

## 10. OTHER AGENCY INVOLVEMENT

This program works with the King Conservation District. A permit for each project is obtained from the Washington Department of Fish and Wildlife.

## 11. ART ELIGIBILITY

Projects in this program are done on private property not county property and are cost share agreements with landowners. These sub projects are not accessable or visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The agricultural community has many traditionally underserved communities. The agricultural drainage program works with all farmers regardless of social or economic status to resolve drainage problems on their land.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Agricultural Drainage projects plant native buffers along waterways. A native plant buffer removes carbon from the atmosphere and shades waterways keeping temperatures cooler. These projects remove accumulated sediment from waterways and green building techniques are used on these projects.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWCND MASTER NEIGHBORHOOD DRAINAGE (WLSWCND NEIGHBORHOOD DRAINAGE) 1129381

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLSWCND NEIGHBORHOOD DRAINAGE |
| **Substantial Completion** | |
| **Location** | Countywide. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $30,860 | $0 | $0 | $0 | $30,860 |
| **2 Preliminary Design** | $8,500 | $0 | $0 | $0 | $8,500 |
| **3 Final Design** | $8,756 | $0 | $0 | $0 | $8,756 |
| **4 Implementation** | $220,084 | $125,000 | $125,000 | $125,000 | $595,084 |
| **5 Closeout** | $6,800 | $0 | $0 | $0 | $6,800 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$275,000** | **$125,000** | **$125,000** | **$125,000** | **$650,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39721 - CONTRIB SURF WATER MGT** | $125,000 | $125,000 | $125,000 | $375,000 |
| **Total Revenue** | **$125,000** | **$125,000** | **$125,000** | **$375,000** |

### EXPENSE WLSWCND NEIGHBORHOOD DRAINAGE 1129381

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $37,192 | $0 | $0 | $0 | $0 | $37,192 |
| **2 Prelim Design** | $6,837 | $0 | $0 | $0 | $0 | $6,837 |
| **3 Final Design** | $10,076 | $0 | $0 | $0 | $0 | $10,076 |
| **4 Implementation** | $96,242 | $40,000 | $114,999 | $122,003 | $129,433 | $502,677 |
| **5 Closeout** | $1,454 | $0 | $0 | $0 | $0 | $1,454 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$151,802** | **$40,000** | **$114,999** | **$122,003** | **$129,433** | **$558,237** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $37,192 | $41,396 | $30,860 | $37,192 |
| 2 Preliminary Design | $0 | $6,837 | $10,257 | $8,500 | $6,837 |
| 3 Final Design | $0 | $21,048 | $10,076 | $8,756 | $10,076 |
| 4 Implementation | $0 | $502,677 | $108,519 | $220,084 | $136,242 |
| 5 Closeout | $0 | $1,454 | $1,454 | $6,800 | $1,454 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$569,208** | **$171,702** | **$275,000** | **$191,801** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($6,332) | $0 | $0 | ($6,332) |
| 2 Preliminary Design | $1,663 | $0 | $0 | $1,663 |
| 3 Final Design | ($1,320) | $0 | $0 | ($1,320) |
| 4 Implementation | $83,842 | $125,000 | $114,999 | $93,843 |
| 5 Closeout | $5,346 | $0 | $0 | $5,346 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$83,199** | **$125,000** | **$114,999** | **$93,200** |

## NARRATIVES

WLSWCND NEIGHBORHOOD DRAINAGE 1129381

### Current Scope

Neighborhood Drainage Program: This project's objectives are to reduce flooding on public and private property. The program also assists citizens in resolving smaller neighborhood problems of localized flooding, erosion, sedimentation, and water quality. These problems are typically identified through citizen drainage complaints or inspections. Actions typically include installing pipes and catch basins, resizing culverts, removing accumulated sediment and stabilizing drainage channels. The actions may include providing technical assistance to property owners and small-scale drainage improvements.

### 1. PROJECT SCOPE

Neighborhood Drainage Program: This project's objectives are to reduce flooding on public and private property. The program also assists citizens in resolving smaller neighborhood problems of localized flooding, erosion, sedimentation, and water quality. These problems are typically identified through citizen drainage complaints or inspections. Actions typically include installing pipes and catch basins, resizing culverts, removing accumulated sediment and stabilizing drainage channels. The actions may include providing technical assistance to property owners and small-scale drainage improvements.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This program was approved by the King County Council in 1993 to address, neighborhood drainage problems - stormwater conveyance problems located on private property, caused by runoff primarily from another private property and would otherwise be outside King County's scope of responsibility. The goal of this program is to improve customer service by addressing neighborhood drainage problems (for example, localized flooding, erosion, and sedimentation problems) that primarily affect private property. Not providing the Neighborhood Drainage Assistance Program would result in continuing drainage problems for the affected property, or increased costs to property owners to resolve the problems without County support.

# Capital Appropriation Proposal



**NARRATIVES** WLSWCND NEIGHBORHOOD DRAINAGE 1129381

## 4. PROJECT BENEFITS/OUTCOMES

Each Neighborhood Drainage Assistance Project provides a direct benefit to one or more ratepayer by solving a drainage problem affecting one or more private properties.

## 5. BUDGET REQUEST BASIS

This program has approximately 30 potential projects on a wait list. The estimated cost to address the entire list of potential projects is over $1 million. For the 2021-2022 budget we anticipate completing 5-6 neighborhood drainage projects.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

None

## 8. PROJECT STATUS

One large project and two small projects have been completed in this biennium so far for this program. More projects are expected as drainage problems experienced during the February 2020 storm are analyzed for inclusion in the program.

## 9. ALTERNATIVES ANALYSIS

Each Neighborhood Drainage project is evaluated and alternatives reviewed in the program. Alternatives are rated not only based on their cost and ability to address the problem but also on what the property owner desires.

## 10. OTHER AGENCY INVOLVEMENT

King County Department of Transportation assists in construction. Permits for projects,when needed, are typically obtained from Washington Department of Fish and Wildlife and King County Department of Permitting and Environmental Review.

## 11. ART ELIGIBILITY

These drainage projects are completed on private property.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Neighborhood Drainage assistance is available to all property owners in unincorporated King County. Large projects are chosen for funding based on a cost/benefit ratio and property owners cannot pay a portion of the cost of a project to boost their score. Small projects are selected for funding on a first come, first served basis.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

When possible projects are coordinated with other projects to minimize travel time for crews and equipment which reduces the amount of fuel burned for the project. Construction crews follow Green Building guidelines regarding purchase and disposal of products.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WLSWCND NEIGHBORHOOD DRAINAGE 1129381

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWCDF MASTER NATURAL DRAINAGE FLOOD (WLSWCDF NATURAL DRAINAGE FLOOD) 1129383

Master Project, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLSWCDF NATURAL DRAINAGE FLOOD |
| **Substantial Completion** | |
| **Location** | The program has sub projects located countywide. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $487,056 | $41,200 | $0 | $0 | $528,256 |
| **2 Preliminary Design** | $76,463 | $152,400 | $0 | $0 | $228,863 |
| **3 Final Design** | $114,200 | $153,170 | $32,782 | $0 | $300,152 |
| **4 Implementation** | $1,656,093 | $1,002,648 | $1,744,255 | $1,793,920 | $6,196,916 |
| **5 Closeout** | $40,100 | $0 | $16,883 | $0 | $56,983 |
| **6 Acquisition** | $661,088 | $1,897 | $0 | $0 | $662,985 |
| **Total Budget** | **$3,035,000** | **$1,351,315** | **$1,793,920** | **$1,793,920** | **$7,974,155** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $3,090 | $0 | $0 | $3,090 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | ($442,604) | $0 | $0 | ($442,604) |
| **39721 - CONTRIB SURF WATER MGT** | $1,793,919 | $1,793,920 | $1,793,920 | $5,381,759 |
| **Total Revenue** | **$1,351,315** | **$1,793,920** | **$1,793,920** | **$4,939,155** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLSWCDF NATURAL DRAINAGE FLOOD 1129383

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $207,069 | $79,000 | $83,636 | $0 | $0 | $369,705 |
| 2 Prelim Design | $538,371 | $354,934 | $152,400 | $0 | $0 | $1,045,705 |
| 3 Final Design | $154,770 | $158,714 | $304,960 | $32,782 | $0 | $651,226 |
| 4 Implementation | $244,512 | $248,000 | $806,412 | $1,470,724 | $1,543,730 | $4,313,378 |
| 5 Closeout | $26,489 | $16,000 | $22,279 | $16,883 | $0 | $81,651 |
| 6 Acquisition | $683,756 | $3,158 | $1,897 | $0 | $0 | $688,811 |
| **Total Expense** | **$1,854,967** | **$859,806** | **$1,371,584** | **$1,520,389** | **$1,543,730** | **$7,150,476** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $369,705 | $259,186 | $487,056 | $286,069 |
| 2 Preliminary Design | $0 | $1,045,704 | $697,745 | $76,463 | $893,305 |
| 3 Final Design | $0 | $651,226 | $168,845 | $114,200 | $313,484 |
| 4 Implementation | $0 | $6,807,024 | $262,607 | $1,656,093 | $492,512 |
| 5 Closeout | $0 | $81,651 | $32,642 | $40,100 | $42,489 |
| 6 Acquisition | $0 | $688,811 | $684,782 | $661,088 | $686,914 |
| **Total** | **$0** | **$9,644,121** | **$2,105,807** | **$3,035,000** | **$2,714,773** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $200,987 | $41,200 | $83,636 | $158,551 |
| 2 Preliminary Design | ($816,842) | $152,400 | $152,400 | ($816,842) |
| 3 Final Design | ($199,284) | $153,170 | $304,960 | ($351,074) |
| 4 Implementation | $1,163,581 | $1,002,648 | $806,412 | $1,359,817 |
| 5 Closeout | ($2,389) | $0 | $22,279 | ($24,668) |
| 6 Acquisition | ($25,826) | $1,897 | $1,897 | ($25,826) |
| **Total** | **$320,227** | **$1,351,315** | **$1,371,584** | **$299,958** |

**NARRATIVES** WLSWCDF NATURAL DRAINAGE FLOOD 1129383

## Current Scope

Stormwater Natural Drainage System Flood Program - Projects within this program address chronic drainage and flooding problems associated with the natural drainage system, such as stream, lakes, and wetlands. Projects will include constructing new facilities, improving/expanding existing facilities, removing sediment, controlling vegetation, or other work in the natural system to improve drainage or minimize flooding.

## 1. PROJECT SCOPE

Stormwater Natural Drainage System Flood Program - Projects within this program address chronic drainage and flooding problems associated with the natural drainage system, such as stream, lakes, and wetlands. Projects will include constructing new facilities, improving/expanding existing facilities, removing sediment, controlling vegetation, or other work in the natural system to improve drainage or minimize flooding.

# Capital Appropriation Proposal



**NARRATIVES** WLSWCDF NATURAL DRAINAGE FLOOD 1129383

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The natural drainage system continuously changes over time through variations in rainfall, groundwater levels, and ongoing erosion, sedimentation, vegetation growth, and beaver activities. These natural processes change the behavior of streams, lakes, and wetlands during storm events which can lead to flooding of roads, homes, pastures, and businesses. In some cases, the flooding is worsened by increased runoff from developed land. This program is needed to address the most chronic of these flood problems to protect public safety and property consistent with King County's Strategic Plan and the mission of Water and Land Resources. Project costs are increasing as permit agencies emphasize protecting waterways and habitat environments, e.g. improving water quality and making facilities fish passable. The regulatory requirements, longer time needed to secure permits, and increased mitigation result in project cost increases.

## 4. PROJECT BENEFITS/OUTCOMES

Projects within this program will work to improve chronic drainage and flooding problems.

## 5. BUDGET REQUEST BASIS

Drainage projects are identified through the feasibility studies. Property acquisition may be required for project implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Permit driven requirements for Monitoring and Maintenance of projects in this program will be a future Facilities Maintenance operating cost.

## 8. PROJECT STATUS

HORSESHOE LK FLD RED - Watershed Water Resources Monitoring Plan was developed as a framework to engage the Muckleshoot Tribe in working together on the future WQ monitoring. Emergency pumping was conducted due to threatening lake levels. The SEPA process was completed in 2020 with no appeals being filed. Now that SEPA is complete, the permanent pipe system design will restart. MUD CREEK RESTORATION – In earlier biennium excavated sediment from filled-in channel to allow streamflow and fish to return to it. In 2019 planted trees for mitigation. In 2020 will work to complete permitting for the earlier emergency excavation. Tributary 291A Sediment Facility– Completed analysis of Tributary 291A properties and chose one to purchase for a future project site to capture sediment and improve habitat. Purchased parcel number 0223059016, completed topographical survey, and a wetland study on the parcel. The next step in 2020 is to remove tansy ragwort (a noxious weed) from the property and start an alternatives analysis for conceptual design. 1132673 WLSWCDF Country Cabbage Sediment – Completed a field analysis and public engagement to site a sediment facility along the May Creek tributaries Country and Cabbage Creeks. A possible location for a sediment project/stream restoration was identified and further work is on hold at this time. 1132824 WLSWCDF MUD CREEK ACQUISITION – In 2019 acquired a parcel for a future sediment facility project site. Will demolish home in 2020 and attempt to purchase neighboring parcel. 1137073 WLSWCDF MUD CK SEDIMENT FAC– New project. Completed topographic survey of the future project site. Design work on hold pending outcome of acquisition effort on neighboring parcel. 1133866 WLSWCDF RIVERPOINT FLD RED - Completed survey and basemap. Met multiple times with the homeowners association, interested neighbors, and permit agency. Completed draft alternatives analysis. Choose alternative, start design plans, and apply for permits in 2020. 1135215 WLSWCDF ALLEN LK SAMM RETROFIT - in 2019 collected data for the models, completed HSPF model, routed flows and started SUSTAIN model setup. In 2020 will complete modeling and report.

## 9. ALTERNATIVES ANALYSIS

Not applicable to the program, but individual projects in this program will go through an alternatives analysis process.

## 10. OTHER AGENCY INVOLVEMENT

Depending on the location and scope of projects included in this program, permit agencies could include DPER, ACOE,WDFW, Department of Ecology, and other jurisdictions and tribes. If projects are grant funded, FEMA, Washington State Department of Ecology, Washington State Military Department, and the King County Flood Control District could be involved.

**NARRATIVES** WLSWCDF NATURAL DRAINAGE FLOOD 1129383

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Feasibility studies which take ESJ into account will help prioritize and select the projects in this program. During project design, teams reach out to a variety of stakeholders and to the extent consistent with the site and the goals of the project, strive to incorporate project elements that promote ESJ goals. This includes identifying strategies to improve the contribution of equity determinants in the project area and outreach to the community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Scientific data indicates that storms will potentially become more frequent and more intense in the future. This could lead to an increase in flood risk (particularly in urban areas). This program is designed to address flooding problems including those that arise from the potentially more frequent and intense storms. Green building strategies will be identified at 30% design for the projects in this program.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWCWQ MASTER WATER QUALITY (WLSWCWQ WATER QUALITY) 1129385

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLSWCWQ WATER QUALITY |
| **Substantial Completion** | |
| **Location** | The program has sub projects located county wide. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $365,702 | $17,889 | $0 | $0 | $383,591 |
| **2 Preliminary Design** | $555,851 | $10,300 | $0 | $0 | $566,151 |
| **3 Final Design** | $359,719 | $275,221 | $0 | $0 | $634,940 |
| **4 Implementation** | $843,773 | $700,000 | $1,000,000 | $1,000,000 | $3,543,773 |
| **5 Closeout** | $1 | $16,480 | $0 | $0 | $16,481 |
| **6 Acquisition** | $76,630 | $2,060 | $0 | $0 | $78,690 |
| **Total Budget** | **$2,201,675** | **$1,021,950** | **$1,000,000** | **$1,000,000** | **$5,223,625** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39721 - CONTRIB SURF WATER MGT** | $1,021,950 | $1,000,000 | $1,000,000 | $3,021,950 |
| **Total Revenue** | **$1,021,950** | **$1,000,000** | **$1,000,000** | **$3,021,950** |

### EXPENSE WLSWCWQ WATER QUALITY 1129385

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $200,057 | $166,543 | $117,889 | $0 | $0 | $484,489 |
| **2 Prelim Design** | $87,070 | $150,400 | $110,300 | $0 | $0 | $347,770 |
| **3 Final Design** | $617 | $323,467 | $358,989 | $0 | $0 | $683,073 |
| **4 Implementation** | $156 | $0 | $430,641 | $887,294 | $941,331 | $2,259,422 |
| **5 Closeout** | $464 | $0 | $16,480 | $0 | $0 | $16,944 |
| **6 Acquisition** | $60,851 | $4,000 | $1,002,060 | $0 | $0 | $1,066,911 |
| **Total Expense** | **$349,215** | **$644,410** | **$2,036,359** | **$887,294** | **$941,331** | **$4,858,609** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $384,489 | $220,898 | $365,702 | $366,600 |
| 2 Preliminary Design | $0 | $247,770 | $187,796 | $555,851 | $237,470 |
| 3 Final Design | $0 | $683,073 | $617 | $359,719 | $324,084 |
| 4 Implementation | $0 | $3,779,988 | $156 | $843,773 | $156 |
| 5 Closeout | $0 | $16,944 | $464 | $1 | $464 |
| 6 Acquisition | $0 | $66,911 | $61,098 | $76,630 | $64,851 |
| **Total** | **$0** | **$5,179,175** | **$471,029** | **$2,201,676** | **$993,625** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($898) | $17,889 | $117,889 | ($100,898) |
| 2 Preliminary Design | $318,381 | $10,300 | $110,300 | $218,381 |
| 3 Final Design | $35,635 | $275,221 | $358,989 | ($48,133) |
| 4 Implementation | $843,617 | $700,000 | $430,641 | $1,112,976 |
| 5 Closeout | ($463) | $16,480 | $16,480 | ($463) |
| 6 Acquisition | $11,779 | $2,060 | $1,002,060 | ($988,221) |
| **Total** | **$1,208,051** | **$1,021,950** | **$2,036,359** | **$193,642** |

## NARRATIVES

WLSWCWQ WATER QUALITY 1129385

### Current Scope

Stormwater Water Quality Program - This program will apply Best Management Practices to manage stormwater runoff and improve water quality and stream health in unincorporated King County. The work includes stormwater retrofitting the older developed areas that are currently lacking stormwater flow control and/or water quality facilities and addressing erosion from stormwater pipe outlets.

### 1. PROJECT SCOPE

Stormwater Water Quality Program - This program will apply Best Management Practices to manage stormwater runoff and improve water quality and stream health in unincorporated King County. The work includes stormwater retrofitting the older developed areas that are currently lacking stormwater flow control and/or water quality facilities and addressing erosion from stormwater pipe outlets.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

In King County, over two thirds of the developed land was built before adequate stormwater controls were required. As a result, the water quality and health of streams in these areas are degraded. The Puget Sound Partnership 2014 Action Agenda for Puget Sound identified the lack of stormwater controls in older developed areas as one of the most significant problems preventing Puget Sound recovery. To add these stormwater controls retroactively (stormwater retrofitting) will be expensive and logistically challenging. This will likely take decades to plan, site, design, fund, acquire the necessary land, and implement. Progress needs to begin immediately, as a large number of the County's streams and lakes are in a degraded condition.

### 4. PROJECT BENEFITS/OUTCOMES

This product line was identified directly from Stormwater Section Line of business. This work will improve climate resilience of existing stormwater infrastructure and assist in Salmon and Orca recovery in addition to alleviating flooding.

**NARRATIVES** WLSWCWQ WATER QUALITY 1129385

## 5. BUDGET REQUEST BASIS

Basin retrofit projects are identified through Basin Studies, e.g. the Bear Creek Watershed Management Study Report and Small Basin Studies. Specific project sites are identified, prioritized, and baselined through the Water Quality Program. Other projects will also be implemented to address erosion problems that impact water quality. 2021-2022 appropriation is based on estimates for work to be completed in sub projects.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Permit driven requirements for Monitoring and Maintenance will be a future facility maintenance operating cost for Stormwater Services. Completed Capital projects will be added to the inventory of facilities managed by Stormwater Services - Asset Management Unit, KC - ROADs, KC - FMD, and/or KC - Parks

## 8. PROJECT STATUS

Programmatic, including projects; - Bear Creek: Planning Phase - Project Identification & Siting - Burien Courthouse Retrofit: Alternative Design Phase - Evans Creek: Developing 30% Design (Baseline) - May Creek: Alternative Design Phase - Mill Creek: Alternative Design Phase - Partnering Opportunities: Planning Phase

## 9. ALTERNATIVES ANALYSIS

This program will have projects that conduct an alternatives analysis during preliminary design.

## 10. OTHER AGENCY INVOLVEMENT

The Puget Sound Partnership provides an Action Agenda for improving water quality of Puget Sound. The Washington State Department of Ecology provides guidance for prioritizing water bodies and provides grant funding for improving the water quality of Puget Sound. Projects may need permits from King County Department of Permitting, Washington State Department of Fish and Wildlife, Army Corps of Engineers, etc. Tribes also are involved and influence the projects. This work advances WRIA, Clean Water & Healthy Habitat, Strategic Climate Action Plan, Green Building Team, and Equity & Social Justice initiatives. Partnering Opportunities (Project 1137869) is developing partnerships to identify and develop multi-benefit capital projects with; KC ROADs, KC Metro, KC Parks, KC WTD, KC FMD, and KC Environmental Programs/Science, Seattle Public Utilites, WSDOT, & Sound Transit. The Bear Creek work (Project 1136655) is being advanced in coordination with the City of Redmond. The Burien Courthouse Retrofit (Project 1136642): is being advanced in coordination with the City of Burien.

## 11. ART ELIGIBILITY

NA. Projects are not accessible by the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The projects in the program will analyze ESJ data to provide mitigation strategies as appropriate. The Water Quality Program will seek to site Multi-benefit Green Stormwater Infrastructure (Amenity Greenspace) in underserved communities in order to retrofit areas lacking prior investment for improved stormwater management outcomes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Scientific data indicates that temperatures will rise and storms will become more frequent and intense in the future due to Climate Change, adversely impacting water quality (Water Volume, Temperature, and Total Suspended Solids are all Water Quality metrics that will be directly degraded by Climate Change, impacting Human and Aquatic health). Climate change is expected to lead to an increase in flood risk (particularly in urban/developed areas, areas developed before modern stormwater code [1990's], and critical areas: Stream, Wetland & Lake buffers) and degraded water quality. This program directly improves Climate Resiliency of at risk and historically underserved communities through targeted stormwater infrastructure retrofit. Green Building Reporting will not be applicable to the planning projects that will not reach 30% design. Green Building Reporting will be applicable to the design projects that will reach 30% design (baseline) and the implementation projects.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** WLSWCWQ WATER QUALITY 1129385

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWCA MASTER ASSET PRESERVATION (WLSWCA ASSET PRESERVATION) 1129388

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLSWCA ASSET PRESERVATION |
| **Substantial Completion** | 12/31/2018 |
| **Location** | The program has sub projects located countywide. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 05/02/16 - 12/31/19 | $866,991 | $0 | $0 | $0 | $866,991 |
| **2 Preliminary Design** | $455,734 | ($374,305) | $0 | $0 | $81,429 |
| **3 Final Design** | $1,416,436 | $0 | $0 | $0 | $1,416,436 |
| **4 Implementation** | $3,381,772 | $0 | $1,989,795 | $2,459,447 | $7,831,014 |
| **5 Closeout** | $56,716 | $0 | $0 | $0 | $56,716 |
| **6 Acquisition** | $1,018,235 | $0 | $0 | $0 | $1,018,235 |
| **Total Budget** | **$7,195,884** | **($374,305)** | **$1,989,795** | **$2,459,447** | **$11,270,821** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($962,000) | $0 | $0 | ($962,000) |
| **36999 - OTHER MISC REVENUE** | ($550,000) | $0 | $0 | ($550,000) |
| **39721 - CONTRIB SURF WATER MGT** | $1,137,695 | $1,989,795 | $2,459,447 | $5,586,937 |
| **Total Revenue** | **($374,305)** | **$1,989,795** | **$2,459,447** | **$4,074,937** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLSWCA ASSET PRESERVATION 1129388

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $248,384 | $124,500 | $82,400 | $0 | $0 | $455,284 |
| 2 Prelim Design | $521,635 | $345,429 | $605,302 | $0 | $0 | $1,472,366 |
| 3 Final Design | $262,957 | $407,822 | $274,503 | $0 | $0 | $945,282 |
| 4 Implementation | $343,678 | $1,055,360 | $1,449,939 | $415,585 | $1,865,272 | $5,129,834 |
| 5 Closeout | $13,091 | $7,200 | $110,292 | $27,318 | $0 | $157,901 |
| 6 Acquisition | $1,904 | $536,402 | $16,805 | $0 | $0 | $555,111 |
| **Total Expense** | **$1,391,648** | **$2,476,713** | **$2,539,241** | **$442,903** | **$1,865,272** | **$8,715,777** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $662,306 | $298,623 | $866,991 | $372,884 |
| 2 Preliminary Design | $0 | $1,608,487 | $579,308 | $455,734 | $867,064 |
| 3 Final Design | $0 | $951,259 | $401,675 | $1,416,436 | $670,779 |
| 4 Implementation | $0 | $5,131,509 | $401,755 | $3,381,772 | $1,399,038 |
| 5 Closeout | $0 | $157,901 | $13,091 | $56,716 | $20,291 |
| 6 Acquisition | $0 | $555,111 | $4,031 | $1,018,235 | $538,306 |
| **Total** | **$0** | **$9,066,573** | **$1,698,483** | **$7,195,884** | **$3,868,362** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $494,107 | $0 | $82,400 | $411,707 |
| 2 Preliminary Design | ($411,330) | ($374,305) | $605,302 | ($1,390,937) |
| 3 Final Design | $745,657 | $0 | $274,503 | $471,154 |
| 4 Implementation | $1,982,733 | $0 | $1,449,939 | $532,794 |
| 5 Closeout | $36,426 | $0 | $110,292 | ($73,866) |
| 6 Acquisition | $479,929 | $0 | $16,805 | $463,124 |
| **Total** | **$3,327,522** | **($374,305)** | **$2,539,241** | **$413,976** |

**NARRATIVES** WLSWCA ASSET PRESERVATION 1129388

## Current Scope

Stormwater Asset Preservation Program - This program preserves, retrofits or replaces the existing aging stormwater facilities/assets owned by Water and Land Resources Division (WLRD). Work includes the rehabilitation, restoration, upgrading and replacement of the facilities and/or their components (e.g. pipes, catch basins, manholes, etc.) to extend the life, improve and restore the function before or after they have failed or partially failed. Projects will be identified and prioritized through WLRD's stormwater asset management planning.

## 1. PROJECT SCOPE

Stormwater Asset Preservation Program - This program preserves, retrofits or replaces the existing aging stormwater facilities/assets owned by Water and Land Resources Division (WLRD). Work includes the rehabilitation, restoration, upgrading and replacement of the facilities and/or their components (e.g. pipes, catch basins, manholes, etc.) to extend the life, improve and restore the function before or after they have failed or partially failed. Projects will be identified and prioritized through WLRD's stormwater asset management planning.

# Capital Appropriation Proposal



**NARRATIVES** WLSWCA ASSET PRESERVATION 1129388

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Many of Water and Land Resources DIvision's (WLRD) stormwater facility components are at or nearing the end of their effective life due to age and deteriorating materials. This is increasing the risk of facility failure, the consequences of which include extra costs for emergency replacement, potential hazards to the public, damages to public and private property, and impacts to water quality. Some failures are already occurring or starting to occur. This program is needed to address both existing and predicted failures of facility components.

## 4. PROJECT BENEFITS/OUTCOMES

This product line was identified directly from Stormwater Section Line of business.

## 5. BUDGET REQUEST BASIS

The inventory of assets is evaluated, facilities that need quick actions are identified and cost estimates are developed. These facilities will be fixed before long term options are implemented. Long-term projects may take multiple years to implement. The 2021-2022 budget request includes adjusting revenues to remove unidentified grants.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Permit driven requirements for Monitoring and Maintenance will be a future facilities maintenance operating cost (mainly mitigation planting). Some maintenance costs will be reduced with the completion of projects that fix existing problems.

## 8. PROJECT STATUS

Status of significant deliverables during 2019-2020 from selected projects in this program: D90119 PIPE REPLACEMENT - Gate 2 and Gate 3 were approval in early 2020 and this project is scheduled for construction in the summer of 2020. D91319 RETROFIT – Retrofit of the Ravensdale Facility was completed in 2019. The stormwater pond was enlarged, the inlet channels were rehabilitated, and the piping system was improved. D93059 ROSEMONT POND – Berm in stormwater facility is failing. The facility is on a steep slope so an interim fix was installed in 2019, a permanent fix is currently undergoing design. D93031 RETROFIT – Stormwater Cell 3 Outlet structure was modified in January 2020 to improve performance. Hydrological & Hydraulic modelling and alternative analysis of larger scale facility retrofits and improvements is expected to be complete mid-2020. Design of the selected alternative will follow.

## 9. ALTERNATIVES ANALYSIS

The alternative analysis is typically completed in the Feasibility Program, which produces specific projects to be implemented in this Program.

## 10. OTHER AGENCY INVOLVEMENT

Permits may be required from regulatory agencies including DPER, ACOE, WDFW, DOE and possibly permitting agencies in incorporated areas. King County DOT staff may perform the construction work. This is to be determined on a project by project basis.

## 11. ART ELIGIBILITY

These are storm water facilities owned by King County and there is generally no public access. They are fenced and many are below ground. A majority of the projects in this program are culverts and stormwater conveyance pipes that are below ground.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

After project selection, during project design, teams reach out to a variety of stakeholders and to the extent consistent with the site and the goals of the project, strive to incorporate project elements that promote ESJ goals. This includes identifying strategies to improve the contribution of equity determinants in the project area, outreach to the community, ensuring alignment with sustainability and municipal initiatives, and prioritized recommendations.

**NARRATIVES** WLSWCA ASSET PRESERVATION 1129388

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program includes the design and implementation of projects that address stormwater runoff problems, reduces flood risk and promote salmon recovery. Green Building strategies will be identified at 30% design for the projects in this program.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER FUND GRANT CONTINGENCY 1129460

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1,109,575 | $0 | $0 | $0 | $1,109,575 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $32,000,000 | $32,000,000 | $32,000,000 | $96,000,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,109,575** | **$32,000,000** | **$32,000,000** | **$32,000,000** | **$97,109,575** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33429 - DEPT OF ECOLOGY** | $10,000,000 | $0 | $0 | $10,000,000 |
| **33708 - INTERLOCAL GRANTS OTHER** | $95,000 | $0 | $0 | $95,000 |
| **33833 - FLOOD CONTROL REIMB** | $5,535,000 | $0 | $0 | $5,535,000 |
| **36999 - OTHER MISC REVENUE** | $10,920,000 | $32,000,000 | $32,000,000 | $74,920,000 |
| **42018 - PUGET SOUND ACQ REST** | $5,450,000 | $0 | $0 | $5,450,000 |
| **Total Revenue** | **$32,000,000** | **$32,000,000** | **$32,000,000** | **$96,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER FUND GRANT CONTINGENCY 1129460

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,109,575 | $8,687,958 | $6,745,282 | $18,103,914 | $34,646,729 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$1,109,575** | **$8,687,958** | **$6,745,282** | **$18,103,914** | **$34,646,729** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $1,109,575 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $88,704,950 | $0 | $0 | $1,109,575 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$88,704,950** | **$0** | **$1,109,575** | **$1,109,575** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1,109,575 | $0 | $0 | $1,109,575 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($1,109,575) | $32,000,000 | $8,687,958 | $22,202,467 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$32,000,000** | **$8,687,958** | **$23,312,042** |

**NARRATIVES** WLER FUND GRANT CONTINGENCY 1129460

## Current Scope

Ecological Restoration Grant Contingency: The Water and Land, Ecological Restoration grant contingency provides spending authority for anticipated receipt of funds from a grant donor or other external funding sources for Ecological Restoration projects.

## 1. PROJECT SCOPE

Ecological Restoration Grant Contingency: The Water and Land, Ecological Restoration grant contingency provides spending authority for anticipated receipt of funds from a grant donor or other external funding sources for Ecological Restoration projects.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Title 4A allows agencies to establish a grant contingency project in their CIP program. The grant contingency project provides agencies with some flexibility to quickly respond to grant awards and complete grant related work within grant deadlines.

# Capital Appropriation Proposal



**NARRATIVES** WLER FUND GRANT CONTINGENCY 1129460

## 4. PROJECT BENEFITS/OUTCOMES

N/A

## 5. BUDGET REQUEST BASIS

Funding is based upon analysis of prior years funding from grants and future anticipated opportunities for grant applications some of which are grants that have already been applied for and some contingency for potential future grants or funds unidentified at this point.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project does not affect operating budget.

## 8. PROJECT STATUS

N/A

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

This project provides spending authority for future grant or other revenue awards.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Not applicable to project.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER EMERGENT NEED CONTINGENCY 1129530

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | County wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $352,862 | $200,000 | $200,000 | $200,000 | $952,862 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $39,410 | $0 | $0 | $0 | $39,410 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$392,272** | **$200,000** | **$200,000** | **$200,000** | **$992,272** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39721 - CONTRIB SURF WATER MGT** | $200,000 | $200,000 | $200,000 | $600,000 |
| **Total Revenue** | **$200,000** | **$200,000** | **$200,000** | **$600,000** |

### EXPENSE WLER EMERGENT NEED CONTINGENCY 1129530

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $100,000 | $209,090 | $221,824 | $235,332 | $766,246 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $30,299 | ($9,090) | ($21,824) | ($35,332) | ($35,947) |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$130,299** | **$200,000** | **$200,000** | **$200,000** | **$730,299** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $766,246 | $0 | $352,862 | $100,000 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | ($35,947) | $0 | $39,410 | $30,299 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$730,299** | **$0** | **$392,272** | **$130,299** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $252,862 | $200,000 | $209,090 | $243,772 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $9,111 | $0 | ($9,090) | $18,201 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$261,973** | **$200,000** | **$200,000** | **$261,973** |

## NARRATIVES

WLER EMERGENT NEED CONTINGENCY 1129530

### Current Scope

Ecological Restoration Emergent Need Contingency: This project provides a management reserve for ecological capital design and construction projects. The amount of reserve (contingency) is based upon the amount of construction funding planned for the current budget year. This project provides contingency funds to cover unanticipated unplanned program or project costs.

### 1. PROJECT SCOPE

Ecological Restoration Emergent Need Contingency: This project provides a management reserve for ecological capital design and construction projects. The amount of reserve (contingency) is based upon the amount of construction funding planned for the current budget year. This project provides contingency funds to cover unanticipated unplanned program or project costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Standard Industry practices encourages a management reserve for unknown items that may affect the ability to complete projects or implement programs on time and within budget. The Professional Management Institute has provided guidelines for setting up and managing management reserves.

### 4. PROJECT BENEFITS/OUTCOMES

This provides a business line management reserve accessible to managers for unanticipated unplanned program or project costs.

### 5. BUDGET REQUEST BASIS

The biennium ask is low relative to the size of the capital program, but was limited based on the need to fund other critical projects and program work.

### 6. FUNDING AND REVENUE DISCUSSION

N/A

# Capital Appropriation Proposal



**NARRATIVES** WLER EMERGENT NEED CONTINGENCY 1129530

## 7. OPERATING BUDGET AND OTHER IMPACTS

NA

## 8. PROJECT STATUS

N/A

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

NA for administrative project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWCA D93059 ROSEMONT POND 1131433

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Parcel number 7430200200. South side of NE 50th St at approximately 20450 NE 50th St (though no address assigned) |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 02/06/17 - 06/20/18 | $0 | $207,022 | $0 | $0 | $207,022 |
| **2 Preliminary Design** 06/20/18 - 08/31/21 | $0 | $306,123 | $0 | $0 | $306,123 |
| **3 Final Design** 09/01/21 - 05/31/22 | $0 | $95,977 | $0 | $0 | $95,977 |
| **4 Implementation** 06/01/22 - 03/01/23 | $0 | $1,362,878 | $38,797 | $0 | $1,401,675 |
| **5 Closeout** 01/31/23 - 08/31/23 | $0 | $0 | $25,000 | $0 | $25,000 |
| **6 Acquisition** 04/30/20 - 02/28/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,972,000** | **$63,797** | **$0** | **$2,035,797** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $962,000 | $0 | $0 | $962,000 |
| **39721 - CONTRIB SURF WATER MGT** | $1,010,000 | $63,797 | $0 | $1,073,797 |
| **Total Revenue** | **$1,972,000** | **$63,797** | **$0** | **$2,035,797** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLSWCA D93059 ROSEMONT POND 1131433

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $207,998 | ($976) | $0 | $0 | $0 | $207,022 |
| 2 Prelim Design | $136,123 | $102,000 | $68,000 | $0 | $0 | $306,123 |
| 3 Final Design | $5,977 | $5,977 | $84,023 | $0 | $0 | $95,977 |
| 4 Implementation | $699 | $1,675 | $701,911 | $197,390 | $0 | $901,675 |
| 5 Closeout | $0 | $0 | $0 | $25,000 | $0 | $25,000 |
| 6 Acquisition | $0 | $500,000 | $0 | $0 | $0 | $500,000 |
| **Total Expense** | **$350,797** | **$608,676** | **$853,934** | **$222,390** | **$0** | **$2,035,797** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $207,022 | $219,159 | $0 | $207,022 |
| 2 Preliminary Design | $0 | $306,123 | $169,037 | $0 | $238,123 |
| 3 Final Design | $0 | $95,977 | $6,084 | $0 | $11,954 |
| 4 Implementation | $0 | $901,675 | $699 | $0 | $2,374 |
| 5 Closeout | $0 | $25,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $500,000 | $0 | $0 | $500,000 |
| **Total** | **$0** | **$2,035,797** | **$394,979** | **$0** | **$959,473** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($207,022) | $207,022 | $0 | $0 |
| 2 Preliminary Design | ($238,123) | $306,123 | $68,000 | $0 |
| 3 Final Design | ($11,954) | $95,977 | $84,023 | $0 |
| 4 Implementation | ($2,374) | $1,362,878 | $701,911 | $658,593 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | ($500,000) | $0 | $0 | ($500,000) |
| **Total** | **($959,473)** | **$1,972,000** | **$853,934** | **$158,593** |

**NARRATIVES** WLSWCA D93059 ROSEMONT POND 1131433

## Current Scope

Rosemont Pond Replacement: The existing King County stormwater pond berm has settled and it is beyond normal maintenance; it requires investigation, design, and construction for the fix. Geotechnical recommendation is to relocate the pond elsewhere. Acquire property for replacement facility.

## 1. PROJECT SCOPE

Rosemont Pond Replacement: The existing King County stormwater pond berm has settled and it is beyond normal maintenance; it requires investigation, design, and construction for the fix. Geotechnical recommendation is to relocate the pond elsewhere. Acquire property for replacement facility.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WLSWCA D93059 ROSEMONT POND 1131433

## 3. PROJECT JUSTIFICATION

Field inspection has found that the pond berm is settling and cracking. Inspections in March of 2016 and January of 2017 indicate that the problem is progressively getting worse. The pond was built in a landslide hazard area, which is not a good location for a stormwater pond. Geotechnical experts have inspected the pond and recommend abandoning it and building a replacement pond outside of the landslide hazard area.

## 4. PROJECT BENEFITS/OUTCOMES

Reduce the likelihood of a landslide damaging the King County stormwater pond.

## 5. BUDGET REQUEST BASIS

The funding requested in the 2021-2022 budget will complete the project design and fund the majority of construction.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

This is a capital project to replace an existing stormwater pond. No increases in operating budget are expected.

## 8. PROJECT STATUS

In 2021 property acquisition should be complete and design started.

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis will be complete in 2020.

## 10. OTHER AGENCY INVOLVEMENT

King County Roads Service Division - King County roads will be impacted during construction.
Washington State Department of Transportation - Property may be acquired from WSDOT.

## 11. ART ELIGIBILITY

Repair/replacement of existing failing facility

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project is simply addressing a need to fix a failing stormwater pond. It is not clear that it furthers a goal of the King County Equity and Social Justice Strategic Plan.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

It is not clear that this project significantly furthers a goal of the King County Strategic Climate Action Plan .

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WLSWCA D93059 ROSEMONT POND 1131433

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER Lones Levee Setback — 1132786

TA, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | The project is located on the right bank of the Green River approximately 5 miles upstream from the City of Auburn at 17225 SE Green Valley Road, Auburn 98091. Parcel number 2521059085 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 08/01/17 - 04/15/18 | $0 | $11,371 | $0 | $0 | $11,371 |
| **2 Preliminary Design** 11/15/17 - 06/01/19 | $0 | $967,779 | $0 | $0 | $967,779 |
| **3 Final Design** 07/15/19 - 02/15/21 | $0 | $671,193 | $0 | $0 | $671,193 |
| **4 Implementation** 02/15/21 - 06/15/22 | $0 | $4,113,145 | $0 | $0 | $4,113,145 |
| **5 Closeout** 06/15/22 - 12/31/22 | $0 | $50,105 | $0 | $0 | $50,105 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$5,813,593** | **$0** | **$0** | **$5,813,593** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,536,324 | $0 | $0 | $2,536,324 |
| **33833 - FLOOD CONTROL REIMB** | $1,981,374 | $0 | $0 | $1,981,374 |
| **36940 - JUDGMENTS SETTLEMENTS** | $750,000 | $0 | $0 | $750,000 |
| **40809 - SALMON RECOVERY DEPT COMM** | $545,895 | $0 | $0 | $545,895 |
| **Total Revenue** | **$5,813,593** | **$0** | **$0** | **$5,813,593** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER Lones Levee Setback 1132786

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $11,371 | $0 | $0 | $0 | $0 | $11,371 |
| 2 Prelim Design | $967,779 | ($289,564) | $0 | $0 | $0 | $678,215 |
| 3 Final Design | $247,695 | $712,719 | $0 | $0 | $0 | $960,414 |
| 4 Implementation | $3,652 | $0 | $4,109,941 | $0 | $0 | $4,113,593 |
| 5 Closeout | $105 | $0 | $49,895 | $0 | $0 | $50,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,230,602** | **$423,155** | **$4,159,836** | **$0** | **$0** | **$5,813,593** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $11,371 | $11,371 | $0 | $11,371 |
| 2 Preliminary Design | $0 | $678,215 | $678,215 | $0 | $678,215 |
| 3 Final Design | $0 | $960,414 | $745,523 | $0 | $960,414 |
| 4 Implementation | $0 | $4,800,000 | $571 | $0 | $3,652 |
| 5 Closeout | $0 | $50,000 | $3,699 | $0 | $105 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,500,000** | **$1,439,379** | **$0** | **$1,653,757** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($11,371) | $11,371 | $0 | $0 |
| 2 Preliminary Design | ($678,215) | $967,779 | $0 | $289,564 |
| 3 Final Design | ($960,414) | $671,193 | $0 | ($289,221) |
| 4 Implementation | ($3,652) | $4,113,145 | $4,109,941 | ($448) |
| 5 Closeout | ($105) | $50,105 | $49,895 | $105 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($1,653,757)** | **$5,813,593** | **$4,159,836** | **$0** |

**NARRATIVES** WLER Lones Levee Setback 1132786

## Current Scope

Lones Levy Set-back: The King County Water and Land Resources Division proposes to set-back Lones Levee– a 60 year old, 1600 foot-long flood facility comprised of a large (15 foot tall x 80 foot wide toe width) prism of river gravel with angular rock protecting its waterward side from erosion. The angular rock will be removed and used to construct a portion of the new setback revetment. This will expose the underlying native alluvium, which will be redistributed throughout the site. A 1200 foot-long set-back facility will be constructed to provide erosion and flood protection for adjacent private farms and residences equal to or greater than that provided by the existing Lones facility. The new facilities will be located along the banks of the wetlands that have formed within the remnant river channel and in adjacent floodplain areas. Engineered log jams, composed of large angular rock and interlocking logs, will be constructed along the northwest portion of the remnant channel. A buried rock revetment will be constructed north of the remnant channel using angular rock salvaged from the old levee. A shallow berm will also be constructed at the downstream end of the new facility to increase the current level of protection from overbank flooding. A gravel road will be constructed in the upland adjacent to the new setback facility to provide permanent access for monitoring and maintenance.

# Capital Appropriation Proposal



**NARRATIVES** WLER Lones Levee Setback 1132786

## 1. PROJECT SCOPE

Lones Levy Set-back: The King County Water and Land Resources Division proposes to set-back Lones Levee– a 60 year old, 1600 foot-long flood facility comprised of a large (15 foot tall x 80 foot wide toe width) prism of river gravel with angular rock protecting its waterward side from erosion. The angular rock will be removed and used to construct a portion of the new setback revetment. This will expose the underlying native alluvium, which will be redistributed throughout the site. A 1200 foot-long set-back facility will be constructed to provide erosion and flood protection for adjacent private farms and residences equal to or greater than that provided by the existing Lones facility. The new facilities will be located along the banks of the wetlands that have formed within the remnant river channel and in adjacent floodplain areas. Engineered log jams, composed of large angular rock and interlocking logs, will be constructed along the northwest portion of the remnant channel. A buried rock revetment will be constructed north of the remnant channel using angular rock salvaged from the old levee. A shallow berm will also be constructed at the downstream end of the new facility to increase the current level of protection from overbank flooding. A gravel road will be constructed in the upland adjacent to the new setback facility to provide permanent access for monitoring and maintenance.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Lones Levee project has beenwas identified as a high priority habitat restoration project in the Middle Green River Levee Setback Study (King County, 2013), Middle Green River Restoration Blueprint (King County, 2006), and the WRIA 9 Salmon Habitat Plan (King County, 2002). The removal of the original flood facility and construction of a new setback revetment will reconnect off-channel habitat and increase channel migration, flow splitting, wood recruitment and other natural processes critical to the formation of high-quality, diverse salmon habitat. The result is expected to be an increase in productivity, abundance, and diversity of Green River Chinook salmon and steelhead stocks.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

No new appropriation is being requested on this project for the 2021-2022 budget, this is a project that is being moved from a subproject to a standalone project based on the total estimated cost and this is a technical adjustment. Budgeting for current revenues, additional revenue anticipated from grants that are not yet awarded, once awarded the budget will be pulled from grant contingency.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

Work Completed: Draft 100% design completed in May 2020. Construction funding secured. Permits are coming in as we approach the finish line of final design and permitting.
Work to be Completed (Next quarter and 2021): Final design will be completed late in early July. Permits and final design will be in hand by mid summer for start of procurement in September 2020. The project will be constructed in summer of 2021 and close out in 2022. There have been no significant changes to the original project scope.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

# Capital Appropriation Proposal



**NARRATIVES** WLER Lones Levee Setback 1132786

## 11. ART ELIGIBILITY

NA for this technical adjustment.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER Carbon Sequestration Prog 1133734

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | County wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,350,000 | $1,000,000 | $1,000,000 | $1,000,000 | $4,350,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,350,000** | **$1,000,000** | **$1,000,000** | **$1,000,000** | **$4,350,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | $1,000,000 | $1,000,000 | $1,000,000 | $3,000,000 |
| **Total Revenue** | **$1,000,000** | **$1,000,000** | **$1,000,000** | **$3,000,000** |

### EXPENSE WLER Carbon Sequestration Prog 1133734

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $351,118 | $750,000 | $1,000,000 | $1,000,000 | $1,000,000 | $4,101,118 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$351,118** | **$750,000** | **$1,000,000** | **$1,000,000** | **$1,000,000** | **$4,101,118** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,601,118 | $410,302 | $1,350,000 | $1,101,118 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,601,118** | **$410,302** | **$1,350,000** | **$1,101,118** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $248,882 | $1,000,000 | $1,000,000 | $248,882 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$248,882** | **$1,000,000** | **$1,000,000** | **$248,882** |

## NARRATIVES

WLER Carbon Sequestration Prog 1133734

### Current Scope

Carbon Sequestration Program - The carbon sequestration program expands Water and Land tree planting efforts in order to help achieve carbon neutrality goals for divisions within the Department of Natural Resources and Parks. Currently, the program is intended to contribute to the carbon needs of the Wastewater Treatment Division, Solid Waste Division and the Water and Land Resources Division. Additional divisions or departments may participate in the future. The program is designed only for King County's internal carbon sequestration goals and will not be offered to external partners. Water and Land has developed an approach for calculating lifetime metric tons of carbon equivalent (MTCO2eq) associated with tree planting projects. This approach applies to tree planting projects that represent an expansion of tree coverage into areas that do not currently have trees. The project incorporates conservative estimates of tree mortality, average tree growth rates and tree sizes at maturity. The program also includes five years of site maintenance, monitoring and reporting requirements.

### 1. PROJECT SCOPE

Carbon Sequestration Program - The carbon sequestration program expands Water and Land tree planting efforts in order to help achieve carbon neutrality goals for divisions within the Department of Natural Resources and Parks. Currently, the program is intended to contribute to the carbon needs of the Wastewater Treatment Division, Solid Waste Division and the Water and Land Resources Division. Additional divisions or departments may participate in the future. The program is designed only for King County's internal carbon sequestration goals and will not be offered to external partners. Water and Land has developed an approach for calculating lifetime metric tons of carbon equivalent (MTCO2eq) associated with tree planting projects. This approach applies to tree planting projects that represent an expansion of tree coverage into areas that do not currently have trees. The project incorporates conservative estimates of tree mortality, average tree growth rates and tree sizes at maturity. The program also includes five years of site maintenance, monitoring and reporting requirements.

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WLER Carbon Sequestration Prog 1133734

## 3. PROJECT JUSTIFICATION

King County's Strategic Climate Action Plan and associated Council and Executive directives have establish goals for carbon neutrality. Those goals can be accomplished through a variety of activities, including planting of trees. Water and Land has the expertise to identify and prioritize candidate locations and to implement tree planting as one strategy for reaching carbon neutrality goals.

## 4. PROJECT BENEFITS/OUTCOMES

The program will restore native vegetation communities, including trees as well as shrubs, where they have been lost due to land alteration since European settlement. The goal is to restore sites that have a high likelihood of becoming self-sustaining forests over time, as most carbon credits are realised many decades and even centuries into the future. All sites will be maintained for at least five years to assure long-term survival. Annual reporting will describe new planting activities, maintenance performed on prior year planting, and carbon credits generated.

## 5. BUDGET REQUEST BASIS

Water & Land Resources Division has two current Memorandum of Understanding's (MOU) in place with Wastewater and Solid Waste division for an estimated biannual value of $500,000.

## 6. FUNDING AND REVENUE DISCUSSION

Revenue for this program is provided through Memorandum of Understanding (MOU) with various King County agencies. Currently WLRD has two MOU's in place one each with KC Solid Water division and one with KC Wastewater division.

## 7. OPERATING BUDGET AND OTHER IMPACTS

There are no operating impacts since funding includes five years of site maintenance.

## 8. PROJECT STATUS

In 2019, the King County Department of Natural Resources (DNRP) planted a total of 74,720 trees on 300 acres to meet the carbon sequestration goals of the Solid Waste Division (SWD), Wastewater Treatment Division (WTD) and Water and Land Division (WLRD). The planting sites were all publicly owned and within the King County Parks inventory. The Parks Division planted the majority of this year's trees through their forest restoration program. They planted 72,420 evergreen trees in the understory of forests at Taylor Mountain, Ravensdale Retreat, and Henry's Ridge. WLRD continued planting efforts at the Holder Creek riparian site, planting an additional 5 acres in 2019 with a mix of evergreen and deciduous trees.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Other King County agencies provide funds through Memorandum of Understanding (MOU). Currently Wastewater and Solid Waste divisions of MOU's with Water & Land Resources.

## 11. ART ELIGIBILITY

Maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide improved public green space accessible to the general public, preserve or enhance environmental health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

King County's Strategic Climate Action Plan and associated Council and Executive directives have establish goals for carbon neutrality. Those goals can be accomplished through a variety of activities, including planting of trees. WLRD has the expertise to identify and prioritize candidate locations and to implement tree planting as one strategy for reaching carbon neutrality goals.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** WLER Carbon Sequestration Prog 1133734

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER FALL CITY RESTORATION (HAFNER-BARFUSE) (WLER FALL CITY RESTORATION) 1133842

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | This project entails two sites located on the Snoqualmie River, one on the right bank and one on the left bank, just downstream of the Fall City Bridge. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/08/17 - 09/20/18 | $0 | $58,457 | $0 | $0 | $58,457 |
| **2 Preliminary Design** 06/21/18 - 06/30/20 | $0 | $1,490,384 | $0 | $0 | $1,490,384 |
| **3 Final Design** 07/31/20 - 03/01/22 | $0 | $1,235,438 | $0 | $0 | $1,235,438 |
| **4 Implementation** 07/01/22 - 04/15/23 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 04/17/23 - 10/08/23 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 12/08/17 - 09/24/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,784,279** | **$0** | **$0** | **$2,784,279** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $2,500 | $0 | $0 | $2,500 |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| 30800 - BUDGETED FUND BALANCE | $967,760 | $0 | $0 | $967,760 |
| 33429 - DEPT OF ECOLOGY | $166,919 | $0 | $0 | $166,919 |
| 33833 - FLOOD CONTROL REIMB | $400,000 | $0 | $0 | $400,000 |
| 36999 - OTHER MISC REVENUE | $0 | $0 | $0 | $0 |
| 39721 - CONTRIB SURF WATER MGT | $250,000 | $0 | $0 | $250,000 |
| 40809 - SALMON RECOVERY DEPT COMM | $999,600 | $0 | $0 | $999,600 |
| **Total Revenue** | **$2,784,279** | **$0** | **$0** | **$2,784,279** |

## EXPENSE WLER FALL CITY RESTORATION 1133842

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $58,457 | $0 | $0 | $0 | $0 | $58,457 |
| 2 Prelim Design | $1,040,384 | $0 | $0 | $0 | $0 | $1,040,384 |
| 3 Final Design | $2,840 | $902,840 | $779,758 | $0 | $0 | $1,685,438 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,101,681** | **$902,840** | **$779,758** | **$0** | **$0** | **$2,784,279** |

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $58,457 | $59,155 | $0 | $58,457 |
| 2 Preliminary Design | $0 | $1,490,384 | $1,467,992 | $0 | $1,040,384 |
| 3 Final Design | $0 | $2,102,840 | $2,840 | $0 | $905,680 |
| 4 Implementation | $0 | $14,900,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $10,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$18,561,681** | **$1,529,987** | **$0** | **$2,004,521** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($58,457) | $58,457 | $0 | $0 |
| 2 Preliminary Design | ($1,040,384) | $1,490,384 | $0 | $450,000 |
| 3 Final Design | ($905,680) | $1,235,438 | $779,758 | ($450,000) |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($2,004,521)** | **$2,784,279** | **$779,758** | **$0** |

# Capital Appropriation Proposal



**NARRATIVES** WLER FALL CITY RESTORATION 1133842

## Current Scope

Fall City Floodplain Restoration: This project will plan, design, and implement the restoration of 150 acres of floodplain for salmon & wildlife habitat by removing a portion of the Barfuse levee and Haffner revetment on the Snoqualmie River. New flood facilities will be constructed further back from the river to provide flood and erosion protection and a section of Neal Road will also be set back to reduce flood damage and provide better access for surrounding landowners.

All necessary permits will be acquired, (including local, state, and federal permits & permissions) and will follow County-wide project management standards and procedures.

## 1. PROJECT SCOPE

Fall City Floodplain Restoration: This project will plan, design, and implement the restoration of 150 acres of floodplain for salmon & wildlife habitat by removing a portion of the Barfuse levee and Haffner revetment on the Snoqualmie River. New flood facilities will be constructed further back from the river to provide flood and erosion protection and a section of Neal Road will also be set back to reduce flood damage and provide better access for surrounding landowners.

All necessary permits will be acquired, (including local, state, and federal permits & permissions) and will follow County-wide project management standards and procedures.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Currently the Barfuse revetment and Haffner levee prevent the river from interacting with the floodplain and allowing juvenile salmon to rear and seek refuge. This condition has been identified as a limiting factor for salmon recovery by the Puget Sound Chinook Recovery Plan (2007) and the Snohomish River Basin Salmon Conservation Plan (2005). Not doing the project would jeopardize King County's and their partner's salmon recovery goals for the Snoqualmie River.

Several million dollars have been invested on property acquisition, planning, and design in order to implement this project in 2022. Commitments have been made to the grant agencies that funded design, including the Salmon Recovery Funding Board, Floodplains by Design, and Cooperative Watershed Management.

## 4. PROJECT BENEFITS/OUTCOMES

This project will increase the amount of river channel and floodplain rearing and refuge habitat for salmon. In addition, two flood facilities will be set back and rebuilt to modern standards which provides more room for the river and lowers flood elevations on neighboring properties. A county road, (Neal Road), will be set back from the river's edge to improve access and prevent frequent damage caused by flooding.

## 5. BUDGET REQUEST BASIS

The requested appropriation will support the final design, implementation, and close-out phases of this project. Projected spending includes fully burdened staff time, construction materials, contract labor, and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in 2023; budget authority is needed in order to sign vendor contracts and move forward with implementation. This current request budgets for existing revenue, future revenue is anticipated coming from grants that are not yes secured and will be pulled from grant contingency once awarded.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project will have an impact on the Monitoring & Maintenance Program operating budget for this work unit. Following construction in 2022, the M&M program will maintain & monitor the site for 10 years. Specific costs to be determined during final design.

**NARRATIVES** WLER FALL CITY RESTORATION 1133842

## 8. PROJECT STATUS

This new standalone project is currently in preliminary design and is expected to be in Final Design in January 2021.

## 9. ALTERNATIVES ANALYSIS

The criteria used to develop and score the alternatives included:
1. The amount and quality of habitat achieved
2. Level of risk to public infrastructure and private property
3. Cost

Several alternatives were considered that included removing varying lengths of the existing flood facilities and constructing varying sizes of new side channel in order to re-connect the floodplain. Prior to scoring it was determined by the sponsor and stakeholders that all the alternatives should include the same amount of flood facility removal in order to acquire salmon recovery grant funding, and that the three alternatives scored would be:
1. No Side Channel
2. Small Backwater Channel
3. Large Side Channel

The selected alternative, Large Side Channel, was chosen because it provides the most habitat gain and least amount of risk to public infrastructure and private property. Even though this alternative was the most expensive, the project sponsor and stakeholders preferred this alternative because the benefits outweigh the cost.

## 10. OTHER AGENCY INVOLVEMENT

External local, state, and federal regulatory agencies will be reviewing the permit applications. The tribes, salmon recovery partners, and the Flood Control District will be reviewing the design to make sure it meets the goals of salmon recovery and flood safety.
King County Roads Services Division and King County Parks have a vested interest in the project design as land managers within the project footprint.
Funding has been provided by state salmon recovery agencies including Salmon Recovery Funding Board, Floodplains by Design, and Cooperative Watershed Management.

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

During project design, teams reach out to a variety of stakeholders and to the extent consistent with the goals of the project, strive to incorporate project elements that promote ESJ goals. This includes identifying strategies to improve the contribution of equity determinants in the project area, outreach to the community, ensuring alignment with sustainability and municipal initiatives, and recommendations to mitigate negative ESJ impacts and enhance positive ESJ benefits of the project. Specifically, this project has a positive impact on the Snoqualmie and Tulalip tribes interests and rights to salmon population recovery, and the project is helping the Hmong farmers, who currently lease this King County parcel, to find a more long-term lease site.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This habitat restoration project offsets carbon impacts by restoring the site to pre-development conditions and planting hundreds of thousands of plants over 150 acres. Additionally, this project provides climate resiliency by increasing groundwater recharge and reducing winter flood levels.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WLER FALL CITY RESTORATION 1133842

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER FISH PASSAGE PROGRAM 1135075

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER FISH PASSAGE PROGRAM |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $155,000 | $0 | $0 | $0 | $155,000 |
| **2 Preliminary Design** | $205,000 | $0 | $0 | $0 | $205,000 |
| **3 Final Design** | $240,000 | $0 | $0 | $0 | $240,000 |
| **4 Implementation** | $0 | $1,723,000 | $3,500,000 | $3,500,000 | $8,723,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$600,000** | **$1,723,000** | **$3,500,000** | **$3,500,000** | **$9,323,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39721 - CONTRIB SURF WATER MGT** | $1,723,000 | $3,500,000 | $3,500,000 | $8,723,000 |
| **Total Revenue** | **$1,723,000** | **$3,500,000** | **$3,500,000** | **$8,723,000** |

### EXPENSE WLER FISH PASSAGE PROGRAM 1135075

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $3,307 | $0 | $0 | $0 | $0 | $3,307 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $396,000 | $1,723,000 | $1,723,000 | $1,723,000 | $5,565,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,307** | **$396,000** | **$1,723,000** | **$1,723,000** | **$1,723,000** | **$5,568,307** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,307 | $43,871 | $155,000 | $3,307 |
| 2 Preliminary Design | $0 | $0 | $424 | $205,000 | $0 |
| 3 Final Design | $0 | $0 | $0 | $240,000 | $0 |
| 4 Implementation | $0 | $5,565,000 | $0 | $0 | $396,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,568,307** | **$44,295** | **$600,000** | **$399,307** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $151,693 | $0 | $0 | $151,693 |
| 2 Preliminary Design | $205,000 | $0 | $0 | $205,000 |
| 3 Final Design | $240,000 | $0 | $0 | $240,000 |
| 4 Implementation | ($396,000) | $1,723,000 | $1,723,000 | ($396,000) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$200,693** | **$1,723,000** | **$1,723,000** | **$200,693** |

## NARRATIVES

WLER FISH PASSAGE PROGRAM 1135075

### Current Scope

Water Land Ecological Restoration Fish Passage Program - This program will move forward with feasibility, design, and construction that will replace culverts that currently block fish passage with new culverts that fully restore fish passage and thereby allow fish to access important upstream habitat necessary for the long-term sustainability.

### 1. PROJECT SCOPE

Water Land Ecological Restoration Fish Passage Program - This program will move forward with feasibility, design, and construction that will replace culverts that currently block fish passage with new culverts that fully restore fish passage and thereby allow fish to access important upstream habitat necessary for the long-term sustainability.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This program supports the Executive's Clean Water and Healthy Habitat Agenda while also supporting tribal fishing rights and environmental best practices. Culverts that are not designed to be fish passable block access to important upstream habitat necessary for the sustainability of fish species. Water and Land Resources Division’s proposed Culvert Replacement and Fish Passage project is one component of the Executive's broader County fish passage program, which complements the County’s collaboration with tribal governments and long-standing support for watershed-based salmon recovery efforts. The County is initiating work with federal, state, and tribal officials to develop a fish passage program for watersheds within its jurisdiction. Originally conceived in late 2017, the program took on greater meaning following a June 2018 U.S. Supreme Court ruling that required the state of Washington to fix state-owned fish passage barriers within the Puget Sound area in order to avoid violating tribal treaty rights.

### 4. PROJECT BENEFITS/OUTCOMES

The project will get the most salmon to the best habitat as quickly as possible. Benefits are measured in the miles of stream habitat with restored salmon access.

# Capital Appropriation Proposal



**NARRATIVES** WLER FISH PASSAGE PROGRAM 1135075

## 5. BUDGET REQUEST BASIS

The 2021-2022 requested appropriation will support the feasibility and design phases of this project. The projected spending includes fully burdened staff time, estimated contracted support, and contingency. The budget will advance projects to a completed design of a shovel-ready fish passage restoration project which will be ready for future county budgeting, grants, or other funding processes.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Budget for the project phases proposed for 2021-22 would not affect the operating budget. Once constructed, the replacement structures that allow salmon to swim freely upstream also do not impede flows of the stream and may decrease the need for future maintenance due to debris accumulation, erosion, or storm damage.

## 8. PROJECT STATUS

The project includes several sites, most of which will have completed feasibility in January 2021 and ready to start the design phase. A small portion of the project budgets for starting feasibility on about 20 high priority fish passage barriers to identify those with the most potential to move into design in subsequent biennia.

## 9. ALTERNATIVES ANALYSIS

Water and Land Resources Division evaluated potential projects based on an assessment of conceptual project feasibility and potential fish passage benefits. The proposed list of projects represents sites that rank high from the feasibility perspective while providing meaningful benefits in restoring unimpeded fish access to upstream parts of the respective watersheds.

## 10. OTHER AGENCY INVOLVEMENT

Within King County, the project has been closely coordinated with the Roads Services Division, Department of Local Services, Parks and Recreation Division, and the Office of Policy, Strategy and Budget. Externally, the project supports salmon habitat restoration that impacts the five tribes in King County and the Washington Department of Fish and Wildlife, who co-manage fisheries in the state.

## 11. ART ELIGIBILITY

Underground work, culverts

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The project advances the shared values of the Equity and Social Justice Strategic Plan. It supports healthy natural and built environments, community and public safety, equity in county practices, and economic development. Collaboration with the five tribes in the County is essential to ensure project success and the project will also provide outreach to local communities to provide meaningful opportunities for affected people provide input, express concerns, and guide project design and implementation.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Individual projects will produce outcomes that are beneficial for the natural environment, including enhanced fish passage in the vicinity of roads and other facilities that formerly included physical barriers to migrating salmon. Each culvert project will undergo early and ongoing project review, as part of project delivery, to identify opportunities to meet or exceed Sustainable Infrastructure Scorecard requirements associated with energy, greenhouse gas emissions, storm water management, materials selection, and construction demolition materials diversion. Coordinated waste reduction strategies may result in re-use of materials on site where possible, salvaging of materials offsite, disposal of hazardous waste (if applicable), and recycling. Fleet and fuel efficiencies may be gained through judicious project management, logistics, and reduction in travel times.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** WLER FISH PASSAGE PROGRAM 1135075

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER MCSORLEY CREEK SHORELINE & POCKET ESTUARY RESTORATION DESIGN (WLER MCSORLEY CREEK) 1135512

TA, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Saltwater State Park, Des Moines, WA |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 09/01/18 - 09/01/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 09/01/18 - 09/01/19 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 09/01/19 - 02/28/24 | $0 | $1,150,000 | $561,539 | $0 | $1,711,539 |
| **4 Implementation** 03/01/24 - 09/30/25 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 10/01/25 - 12/31/25 | $0 | $0 | $0 | $50,000 | $50,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,150,000** | **$561,539** | **$50,000** | **$1,761,539** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33833 - FLOOD CONTROL REIMB** | $220,000 | $0 | $0 | $220,000 |
| **39721 - CONTRIB SURF WATER MGT** | $0 | $561,539 | $50,000 | $611,539 |
| **40809 - SALMON RECOVERY DEPT COMM** | $930,000 | $0 | $0 | $930,000 |
| **Total Revenue** | **$1,150,000** | **$561,539** | **$50,000** | **$1,761,539** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER MCSORLEY CREEK 1135512

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $108,567 | $208,567 | $0 | $0 | $0 | $317,134 |
| 3 Final Design | $0 | $0 | $832,866 | $561,538 | $0 | $1,394,404 |
| 4 Implementation | $0 | $0 | $0 | $16,137,778 | $862,222 | $17,000,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $50,000 | $50,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$108,567** | **$208,567** | **$832,866** | **$16,699,316** | **$912,222** | **$18,761,538** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $208,567 | $117,744 | $0 | $317,134 |
| 3 Final Design | $0 | $1,460,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $17,000,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $50,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$18,718,567** | **$117,744** | **$0** | **$317,134** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($317,134) | $0 | $0 | ($317,134) |
| 3 Final Design | $0 | $1,150,000 | $832,866 | $317,134 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($317,134)** | **$1,150,000** | **$832,866** | **$0** |

**NARRATIVES** WLER MCSORLEY CREEK 1135512

## Current Scope

McSorley Creek Pocket Estuary Restoration Project: This project will restore shoreline and estuary habitat for juvenile salmon and forage fish, maintain public access to beach and State Park facilities, and reduce flood risk to park buildings. In total, the project will restore approximately 1,000 feet of shoreline, 1 acre of pocket estuary, and 450 feet of stream channel. In addition to restoring habitat, the project will include recreational elements to replace or upgrade facilities modified to implement the project. The project partners will seek grants and state capital funds to cover these costs. The project is located in Saltwater State Park in the City of Des Moines, WA, along the eastern shore of Puget Sound.

# Capital Appropriation Proposal



**NARRATIVES** WLER MCSORLEY CREEK 1135512

## 1. PROJECT SCOPE

McSorley Creek Pocket Estuary Restoration Project: This project will restore shoreline and estuary habitat for juvenile salmon and forage fish, maintain public access to beach and State Park facilities, and reduce flood risk to park buildings. In total, the project will restore approximately 1,000 feet of shoreline, 1 acre of pocket estuary, and 450 feet of stream channel. In addition to restoring habitat, the project will include recreational elements to replace or upgrade facilities modified to implement the project. The project partners will seek grants and state capital funds to cover these costs. The project is located in Saltwater State Park in the City of Des Moines, WA, along the eastern shore of Puget Sound.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Puget Sound shoreline of Saltwater State Park and the McSorley Creek corridor have been significantly modified from natural conditions through installation of rock armoring and fill material. These modifications were made to expand the upland recreational areas available in the park; however, in doing so, approximately 1,000 linear feet of beach habitat was buried and the natural connectivity between upland and aquatic habitats was severed. These upland-to-aquatic connections are vital to healthy nearshore conditions in Puget Sound, and impact the ability of forage fish to spawn. Loss of estuary habitat has impacted juvenile salmon rearing and survival in Puget Sound. Juvenile salmon migrating from rivers and streams in the South Sound use pocket estuaries to feed and grow as they move north. In addition, the State Park is currently flooded during high tides, and is at risk of further damage as sea levels rise in Puget Sound.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

No new appropriation is being requested on this project for the 2021-2022 budget, this is a project that is being moved from a subproject to a standalone project based on the total estimated cost and this is a technical adjustment.

## 6. FUNDING AND REVENUE DISCUSSION

Unidentified grant revenue is budgeted in Grant Contingency.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

The project has completed draft preliminary design. King County is currently working with Washington State Parks to scope the next phase of work which will require a new MOA/Technical Services Agreement. Until that is in place, the project is largely on hold.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

NA for this technical adjustment. If additional appropriation is added in the future, Art may be required.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

**NARRATIVES** WLER MCSORLEY CREEK 1135512

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER WRIA 9 RESTORATION 1138813

Master Project, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4, 5, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER WRIA 9 RESTORATION |
| **Substantial Completion** | |
| **Location** | WRIA 9 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $90,000 | $70,000 | $70,000 | $230,000 |
| **2 Preliminary Design** | $0 | $90,000 | $70,000 | $70,000 | $230,000 |
| **3 Final Design** | $0 | $90,000 | $70,000 | $70,000 | $230,000 |
| **4 Implementation** | $0 | $1,510,000 | $1,430,000 | $1,430,000 | $4,370,000 |
| **5 Closeout** | $0 | $40,000 | $30,000 | $30,000 | $100,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,820,000** | **$1,670,000** | **$1,670,000** | **$5,160,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $16,200 | $0 | $0 | $16,200 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $200,000 | $0 | $0 | $200,000 |
| **39721 - CONTRIB SURF WATER MGT** | $1,620,000 | $1,670,000 | $1,670,000 | $4,960,000 |
| **Total Revenue** | **$1,820,000** | **$1,670,000** | **$1,670,000** | **$5,160,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER WRIA 9 RESTORATION 1138813

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,621,220 | $1,641,658 | $1,822,958 | $5,085,836 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,621,220** | **$1,641,658** | **$1,822,958** | **$5,085,836** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,085,836 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,085,836** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $90,000 | $0 | $90,000 |
| 2 Preliminary Design | $0 | $90,000 | $0 | $90,000 |
| 3 Final Design | $0 | $90,000 | $0 | $90,000 |
| 4 Implementation | $0 | $1,510,000 | $1,621,220 | ($111,220) |
| 5 Closeout | $0 | $40,000 | $0 | $40,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,820,000** | **$1,621,220** | **$198,780** |

**NARRATIVES** WLER WRIA 9 RESTORATION 1138813

## Current Scope

Water Resource Inventory Area (WRIA) 9 Restoration Program: This program is responsible for projects located in unincorporated areas of the Green & Duwamish River Watersheds. This program researches and implements projects that are identified and prioritized through the WRIA salmon conservation planning and basin stewards. Projects completed in this program restore aquatic ecosystems and reconnect side-channel habitat by removing levees or other forms of blockages, bank hardening and man-made barriers. These projects also increase riparian forest cover, improve water quality and create aquatic habitat. These projects are important for fish passage, clean water and healthy habitat.

# Capital Appropriation Proposal



**NARRATIVES** WLER WRIA 9 RESTORATION 1138813

## 1. PROJECT SCOPE

Water Resource Inventory Area (WRIA) 9 Restoration Program: This program is responsible for projects located in unincorporated areas of the Green & Duwamish River Watersheds. This program researches and implements projects that are identified and prioritized through the WRIA salmon conservation planning and basin stewards. Projects completed in this program restore aquatic ecosystems and reconnect side-channel habitat by removing levees or other forms of blockages, bank hardening and man-made barriers. These projects also increase riparian forest cover, improve water quality and create aquatic habitat. These projects are important for fish passage, clean water and healthy habitat.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Native salmon runs are declining and resident orcas that rely on these salmon for food are nearly extinct. The natural environment in our rivers is where these salmon spawn and they need clean water and healthy habitat to recover and thrive. These projects restore natural habitat within the White River watershed providing much needed habitat and clean water to help restore the damage caused from pollution, population growth and climate change.

## 4. PROJECT BENEFITS/OUTCOMES

Project restores ecological functions within the Green & Duwamish river watersheds which increases salmon rearing habitat and increase aquatic wildlife in restored areas. The restoration projects will also restore riparian buffer vegetation and help maintain salmon-friendly water temperature.

## 5. BUDGET REQUEST BASIS

The 2021-2022 budget request for WRIA 9 will continue work for projects within program to further design in 5 projects as well as start work on two new projects; a levee setback and reconnecting a pond. The fund balance transfer will move projects from the old WRIA Master into the new to continue design work.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

When projects are completed any permit required monitoring and maintenance will be funded through operating.

## 8. PROJECT STATUS

This is a new program being created for the 2021-2022 budget process.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Each project within the program will be evaluated individually for art eligibility.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The primary purpose of projects in this program are to improve salmon habitat to restore healthy populations. This work is critically important to the NW Native Tribes and is consistent with King County's equity and social justice goals.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Work under this program will restore riparian buffer vegetation which over time will help sequester carbon and help maintain salmon-friendly water temperatures.

**NARRATIVES** WLER WRIA 9 RESTORATION 1138813

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER WRIA 8 RESTORATION 1138814

Master Project, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER WRIA 8 RESTORATION |
| **Substantial Completion** | |
| **Location** | WRIA 8 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $55,000 | $50,000 | $50,000 | $155,000 |
| **2 Preliminary Design** | $0 | $40,000 | $50,000 | $50,000 | $140,000 |
| **3 Final Design** | $0 | $50,000 | $50,000 | $50,000 | $150,000 |
| **4 Implementation** | $0 | $820,000 | $760,000 | $760,000 | $2,340,000 |
| **5 Closeout** | $0 | $15,000 | $10,000 | $10,000 | $35,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$980,000** | **$920,000** | **$920,000** | **$2,820,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $9,200 | $0 | $0 | $9,200 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $60,000 | $0 | $0 | $60,000 |
| **39721 - CONTRIB SURF WATER MGT** | $920,000 | $920,000 | $920,000 | $2,760,000 |
| **Total Revenue** | **$980,000** | **$920,000** | **$920,000** | **$2,820,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER WRIA 8 RESTORATION 1138814

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $836,360 | $893,577 | $911,480 | $2,641,417 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$836,360** | **$893,577** | **$911,480** | **$2,641,417** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,641,416 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,641,416** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $55,000 | $0 | $55,000 |
| 2 Preliminary Design | $0 | $40,000 | $0 | $40,000 |
| 3 Final Design | $0 | $50,000 | $0 | $50,000 |
| 4 Implementation | $0 | $820,000 | $836,360 | ($16,360) |
| 5 Closeout | $0 | $15,000 | $0 | $15,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$980,000** | **$836,360** | **$143,640** |

**NARRATIVES** WLER WRIA 8 RESTORATION 1138814

## Current Scope

Water Resource Inventory Area (WRIA) 8 Restoration Program: This program is responsible for projects located in unincorporated areas of the Cedar River & Lake Washington Watershed. This program researches and implements projects that are identified and prioritized through the WRIA salmon conservation planning and basin stewards. Projects completed in this program restore aquatic ecosystems and reconnect side-channel habitat by removing levees or other forms of blockages, bank hardening and man-made barriers. These projects also increase riparian forest cover, improve water quality and create aquatic habitat. These projects are important for fish passage, clean water and healthy habitat.

# Capital Appropriation Proposal



**NARRATIVES** WLER WRIA 8 RESTORATION 1138814

## 1. PROJECT SCOPE

Water Resource Inventory Area (WRIA) 8 Restoration Program: This program is responsible for projects located in unincorporated areas of the Cedar River & Lake Washington Watershed. This program researches and implements projects that are identified and prioritized through the WRIA salmon conservation planning and basin stewards. Projects completed in this program restore aquatic ecosystems and reconnect side-channel habitat by removing levees or other forms of blockages, bank hardening and man-made barriers. These projects also increase riparian forest cover, improve water quality and create aquatic habitat. These projects are important for fish passage, clean water and healthy habitat.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Native salmon runs are declining and resident orcas that rely on these salmon for food are nearly extinct. The natural environment in our rivers is where these salmon spawn and they need clean water and healthy habitat to recover and thrive. These projects restore natural habitat within the White River watershed providing much needed habitat and clean water to help restore the damage caused from pollution, population growth and climate change.

## 4. PROJECT BENEFITS/OUTCOMES

Project restores ecological functions within the Cedar River & Lake Washington watershed which increases salmon rearing habitat and increase aquatic wildlife in restored areas. The restoration projects will also restore riparian buffer vegetation and help maintain salmon-friendly water temperature.

## 5. BUDGET REQUEST BASIS

In the 2021-2022 budget this program will start new work on the Carey/Holder/Issaquah confluence restoration project as well as continuing the Bear Creek Little Bit project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

When projects are completed any permit required monitoring and maintenance will be funded through operating.

## 8. PROJECT STATUS

This is a new program being created for the 2021-2022 budget process.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

The projects within this program often partner with other agencies for project completion each subproject within the program is reviewed individually for possible partnerships. Partnership agencies include: Flood Control District, State Agencies: Department of Ecology, Recreation Conservation Office, cities and other agencies.

## 11. ART ELIGIBILITY

Each project within the program will be evaluated individually for art eligibility.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The primary purpose of projects in this program are to improve salmon habitat to restore healthy populations. This work is critically important to the NW Native Tribes and is consistent with King County's equity and social justice goals.

**NARRATIVES** WLER WRIA 8 RESTORATION 1138814

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Work under this program will restore riparian buffer vegetation which over time will help sequester carbon and help maintain salmon-friendly water temperatures.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER WRIA 7 RESTORATION 1138815

Master Project, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER WRIA 7 RESTORATION |
| **Substantial Completion** | |
| **Location** | WRIA 7 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $1,146,000 | $855,000 | $855,000 | $2,856,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,146,000** | **$855,000** | **$855,000** | **$2,856,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $8,550 | $0 | $0 | $8,550 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $291,000 | $0 | $0 | $291,000 |
| **39721 - CONTRIB SURF WATER MGT** | $855,000 | $855,000 | $855,000 | $2,565,000 |
| **Total Revenue** | **$1,146,000** | **$855,000** | **$855,000** | **$2,856,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER WRIA 7 RESTORATION 1138815

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,108,537 | $831,839 | $882,498 | $2,822,874 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,108,537** | **$831,839** | **$882,498** | **$2,822,874** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,248,404 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,248,404** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,146,000 | $1,108,537 | $37,463 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,146,000** | **$1,108,537** | **$37,463** |

**NARRATIVES** WLER WRIA 7 RESTORATION 1138815

## Current Scope

Water Resource Inventory Area (WRIA) 7 Restoration Program: This program is responsible for projects located in unincorporated areas of the Snoqualmie Watershed. This program researches and implements projects that are identified and prioritized through the WRIA salmon conservation planning and basin stewards. Projects completed in this program restore aquatic ecosystems and reconnect side-channel habitat by removing levees or other forms of blockages, bank hardening and man-made barriers. These projects also increase riparian forest cover, improve water quality and create aquatic habitat. These projects are important for fish passage, clean water and healthy habitat.

## 1. PROJECT SCOPE

Water Resource Inventory Area (WRIA) 7 Restoration Program: This program is responsible for projects located in unincorporated areas of the Snoqualmie Watershed. This program researches and implements projects that are identified and prioritized through the WRIA salmon conservation planning and basin stewards. Projects completed in this program restore aquatic ecosystems and reconnect side-channel habitat by removing levees or other forms of blockages, bank hardening and man-made barriers. These projects also increase riparian forest cover, improve water quality and create aquatic habitat. These projects are important for fish passage, clean water and healthy habitat.

# Capital Appropriation Proposal



**NARRATIVES** WLER WRIA 7 RESTORATION 1138815

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Native salmon runs are declining and resident orcas that rely on these salmon for food are nearly extinct. The natural environment in our rivers is where these salmon spawn and they need clean water and healthy habitat to recover and thrive. These projects restore natural habitat within the White River watershed providing much needed habitat and clean water to help restore the damage caused from pollution, population growth and climate change.

## 4. PROJECT BENEFITS/OUTCOMES

Project restores ecological functions within the Snoqualmie watershed which increases salmon rearing habitat and increase aquatic wildlife in restored areas. The restoration projects will also restore riparian buffer vegetation and help maintain salmon-friendly water temperature.

## 5. BUDGET REQUEST BASIS

In the 2021-2022 budget this program will start work on the Girl Scout floodplain restoration, Tolt River Natural Area Kutz Revetment, Snoqualmie River Byers & Lower Raging River floodplain restoration projects. It will also continue work on the SF Sky & Miller Restoration project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

When projects are completed any permit required monitoring and maintenance will be funded through operating.

## 8. PROJECT STATUS

This is a new program being created for the 2021-2022 budget process.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

The projects within this program often partner with other agencies for project completion each subproject within the program is reviewed individually for possible partnerships. Partnership agencies include: Flood Control District, State Agencies: Department of Ecology, Recreation Conservation Office, cities and other agencies.

## 11. ART ELIGIBILITY

Each project within the program will be evaluated individually for art eligibility.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The primary purpose of projects in this program are to improve salmon habitat to restore healthy populations. This work is critically important to the NW Native Tribes and is consistent with King County's equity and social justice goals.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Work under this program will restore riparian buffer vegetation which over time will help sequester carbon and help maintain salmon-friendly water temperatures.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** WLER WRIA 7 RESTORATION 1138815

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER WRIA 10 RESTORATION 1138816

Master Project, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER WRIA 10 RESTORATION |
| **Substantial Completion** | |
| **Location** | WRIA 10 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $10,000 | $10,000 | $10,000 | $30,000 |
| **2 Preliminary Design** | $0 | $20,000 | $10,000 | $10,000 | $40,000 |
| **3 Final Design** | $0 | $20,000 | $10,000 | $10,000 | $40,000 |
| **4 Implementation** | $0 | $290,000 | $65,000 | $65,000 | $420,000 |
| **5 Closeout** | $0 | $10,000 | $5,000 | $5,000 | $20,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$350,000** | **$100,000** | **$100,000** | **$550,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $1,500 | $0 | $0 | $1,500 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $200,000 | $0 | $0 | $200,000 |
| **39721 - CONTRIB SURF WATER MGT** | $150,000 | $100,000 | $100,000 | $350,000 |
| **Total Revenue** | **$350,000** | **$100,000** | **$100,000** | **$550,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER WRIA 10 RESTORATION 1138816

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $261,362 | $77,638 | $82,367 | $421,367 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$261,362** | **$77,638** | **$82,367** | **$421,367** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $421,367 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$421,367** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $10,000 | $0 | $10,000 |
| 2 Preliminary Design | $0 | $20,000 | $0 | $20,000 |
| 3 Final Design | $0 | $20,000 | $0 | $20,000 |
| 4 Implementation | $0 | $290,000 | $261,362 | $28,638 |
| 5 Closeout | $0 | $10,000 | $0 | $10,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$350,000** | **$261,362** | **$88,638** |

**NARRATIVES** WLER WRIA 10 RESTORATION 1138816

## Current Scope

Water Resource Inventory Area (WRIA) 10 Restoration Program: This program is responsible for projects located in unincorporated areas of the White River Watershed. This program researches and implements projects that are identified and prioritized through the WRIA salmon conservation planning and basin stewards. Projects completed in this program restore aquatic ecosystems and reconnect side-channel habitat by removing levees or other forms of blockages, bank hardening and man-made barriers. These projects also increase riparian forest cover, improve water quality and create aquatic habitat. These projects are important for fish passage, clean water and healthy habitat.

## 1. PROJECT SCOPE

Water Resource Inventory Area (WRIA) 10 Restoration Program: This program is responsible for projects located in unincorporated areas of the White River Watershed. This program researches and implements projects that are identified and prioritized through the WRIA salmon conservation planning and basin stewards. Projects completed in this program restore aquatic ecosystems and reconnect side-channel habitat by removing levees or other forms of blockages, bank hardening and man-made barriers. These projects also increase riparian forest cover, improve water quality and create aquatic habitat. These projects are important for fish passage, clean water and healthy habitat.

# Capital Appropriation Proposal



**NARRATIVES** WLER WRIA 10 RESTORATION 1138816

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Native salmon runs are declining and resident orcas that rely on these salmon for food are nearly extinct. The natural environment in our rivers is where these salmon spawn and they need clean water and healthy habitat to recover and thrive. These projects restore natural habitat within the White River watershed providing much needed habitat and clean water to help restore the damage caused from pollution, population growth and climate change.

## 4. PROJECT BENEFITS/OUTCOMES

Project restores ecological functions within the White River watershed which increases salmon rearing habitat and increase aquatic wildlife in restored areas. The restoration projects will also restore riparian buffer vegetation and help maintain salmon-friendly water temperature.

## 5. BUDGET REQUEST BASIS

In the 2021-2022 budget this program will further the efforts for multiple projects in the WRIA 10 Watershed the Boise Bickford project as well as transition two Boise projects, vegetation and restoration from the old WRIA master project to this new master.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

When projects are completed any permit required monitoring and maintenance will be funded through operating.

## 8. PROJECT STATUS

This is a new program being created for the 2021-2022 budget process.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

The projects within this program often partner with other agencies for project completion each subproject within the program is reviewed individually for possible partnerships. Partnership agencies include: Flood Control District, State Agencies: Department of Ecology, Recreation Conservation Office, cities and other agencies.

## 11. ART ELIGIBILITY

Each project within the program will be evaluated individually for art eligibility.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The primary purpose of projects in this program are to improve salmon habitat to restore healthy populations. This work is critically important to the NW Native Tribes and is consistent with King County's equity and social justice goals.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Work under this program will restore riparian buffer vegetation which over time will help sequester carbon and help maintain salmon-friendly water temperatures.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WLER WRIA 10 RESTORATION 1138816

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER VASHON RESTORATION 1138817

Master Project, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER VASHON RESTORATION |
| **Substantial Completion** | |
| **Location** | Vashon Island |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $50,000 | $10,000 | $10,000 | $70,000 |
| **2 Preliminary Design** | $0 | $50,000 | $30,000 | $30,000 | $110,000 |
| **3 Final Design** | $0 | $50,000 | $70,000 | $70,000 | $190,000 |
| **4 Implementation** | $0 | $1,495,000 | $1,190,000 | $1,190,000 | $3,875,000 |
| **5 Closeout** | $0 | $15,000 | $10,000 | $10,000 | $35,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,660,000** | **$1,310,000** | **$1,310,000** | **$4,280,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $13,100 | $0 | $0 | $13,100 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $350,000 | $0 | $0 | $350,000 |
| **39721 - CONTRIB SURF WATER MGT** | $1,310,000 | $1,310,000 | $1,310,000 | $3,930,000 |
| **Total Revenue** | **$1,660,000** | **$1,310,000** | **$1,310,000** | **$4,280,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER VASHON RESTORATION 1138817

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,656,806 | $1,297,340 | $1,300,300 | $4,254,446 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,656,806** | **$1,297,340** | **$1,300,300** | **$4,254,446** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,254,446 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,254,446** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $50,000 | $0 | $50,000 |
| 2 Preliminary Design | $0 | $50,000 | $0 | $50,000 |
| 3 Final Design | $0 | $50,000 | $0 | $50,000 |
| 4 Implementation | $0 | $1,495,000 | $1,656,806 | ($161,806) |
| 5 Closeout | $0 | $15,000 | $0 | $15,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,660,000** | **$1,656,806** | **$3,194** |

**NARRATIVES** WLER VASHON RESTORATION 1138817

## Current Scope

Vashon Restoration Program: This program is responsible for projects located on Vashon Island. This program researches and implements projects that are identified and prioritized through the WRIA salmon conservation planning and basin stewards. Projects completed in this program restore aquatic ecosystems and reconnect side-channel habitat by removing levees or other forms of blockages, bank hardening and man-made barriers. These projects also increase riparian forest cover, improve water quality and create aquatic habitat. These projects are important for fish passage, clean water and healthy habitat.

## 1. PROJECT SCOPE

Vashon Restoration Program: This program is responsible for projects located on Vashon Island. This program researches and implements projects that are identified and prioritized through the WRIA salmon conservation planning and basin stewards. Projects completed in this program restore aquatic ecosystems and reconnect side-channel habitat by removing levees or other forms of blockages, bank hardening and man-made barriers. These projects also increase riparian forest cover, improve water quality and create aquatic habitat. These projects are important for fish passage, clean water and healthy habitat.

# Capital Appropriation Proposal



**NARRATIVES** WLER VASHON RESTORATION 1138817

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Native salmon runs are declining and resident orcas that rely on these salmon for food are nearly extinct. The natural environment in our rivers is where these salmon spawn and they need clean water and healthy habitat to recover and thrive. These projects restore natural habitat within the White River watershed providing much needed habitat and clean water to help restore the damage caused from pollution, population growth and climate change.

## 4. PROJECT BENEFITS/OUTCOMES

Project restores ecological functions within Vashon which increases salmon rearing habitat and increase aquatic wildlife in restored areas. The restoration projects will also restore riparian buffer vegetation and help maintain salmon-friendly water temperature.

## 5. BUDGET REQUEST BASIS

The funding requested for the 2021-2022 budget is a combination of fund balance being moved from the old Vashon Restoration Program to continue work on two projects Marine Shoreline Revegetation and Judd Creek Estuary Enhancement. New surface water management funds are being requested to start work on Maury Island Armoring Removal, Aquatic Reserve on the West Dock and Big Beach as well as ShoreFriendly efforts.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

When projects are completed any permit required monitoring and maintenance will be funded through operating.

## 8. PROJECT STATUS

This is a new program being created for the 2021-2022 budget process.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

The projects within this program often partner with other agencies for project completion each subproject within the program is reviewed individually for possible partnerships. Partnership agencies include: Flood Control District, State Agencies: Department of Ecology, Recreation Conservation Office, cities and other agencies.

## 11. ART ELIGIBILITY

Each project within the program will be evaluated individually for art eligibility.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The primary purpose of projects in this program are to improve salmon habitat to restore healthy populations. This work is critically important to the NW Native Tribes and is consistent with King County's equity and social justice goals.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Work under this program will restore riparian buffer vegetation which over time will help sequester carbon and help maintain salmon-friendly water temperatures.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WLER VASHON RESTORATION 1138817

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER SMALL HABITAT PROGRAM 1138818

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER SMALL HABITAT PROGRAM |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $60,000 | $120,000 | $120,000 | $300,000 |
| **2 Preliminary Design** | $0 | $60,000 | $0 | $0 | $60,000 |
| **3 Final Design** | $0 | $75,000 | $0 | $0 | $75,000 |
| **4 Implementation** | $0 | $430,000 | $430,000 | $430,000 | $1,290,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$625,000** | **$550,000** | **$550,000** | **$1,725,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $75,000 | $0 | $0 | $75,000 |
| **39721 - CONTRIB SURF WATER MGT** | $550,000 | $550,000 | $550,000 | $1,650,000 |
| **Total Revenue** | **$625,000** | **$550,000** | **$550,000** | **$1,725,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER SMALL HABITAT PROGRAM 1138818

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $522,725 | $554,559 | $588,331 | $1,665,615 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$522,725** | **$554,559** | **$588,331** | **$1,665,615** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,615,969 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,615,969** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $60,000 | $0 | $60,000 |
| 2 Preliminary Design | $0 | $60,000 | $0 | $60,000 |
| 3 Final Design | $0 | $75,000 | $0 | $75,000 |
| 4 Implementation | $0 | $430,000 | $522,725 | ($92,725) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$625,000** | **$522,725** | **$102,275** |

**NARRATIVES** WLER SMALL HABITAT PROGRAM 1138818

## Current Scope

Small Habitat Restoration Program: This program's mission is to build small low cost habitat restoration projects to enhance and restore streams, wetlands and riparian habitat. Projects include stabilizing eroding stream banks, restoring fish access to upstream habitat, installing livestock fences, controlling invasive weeds, planting native vegetation and providing technical assistance to landowners and agencies. Projects are implemented in the White, Green, Cedar, & Snoqualmie rivers as well as in Lake Washington, Lake Sammamish and along Puget Sound.

## 1. PROJECT SCOPE

Small Habitat Restoration Program: This program's mission is to build small low cost habitat restoration projects to enhance and restore streams, wetlands and riparian habitat. Projects include stabilizing eroding stream banks, restoring fish access to upstream habitat, installing livestock fences, controlling invasive weeds, planting native vegetation and providing technical assistance to landowners and agencies. Projects are implemented in the White, Green, Cedar, & Snoqualmie rivers as well as in Lake Washington, Lake Sammamish and along Puget Sound.

# Capital Appropriation Proposal



**NARRATIVES** WLER SMALL HABITAT PROGRAM 1138818

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Small Habitat Restoration Program (SHRP) was chartered in 1995 to build small capital improvement projects on both private and public properties with the mission of restoring and enhancing habitat in and along streams and wetlands. This program selects projects that have maximum habitat benefits with minimal design or permitting needs, it also provides technical assistance to private property owners who are interested in restoring habitat on their property but lack the resources to do so. Over time, the cumulative effect of these smaller projects helps meet salmon conservation and recovery goals. The programs reputation has enabled King County to perform numerous salmon habitat restoration projects on private property without purchasing real property or easements. These mutually beneficial projects are tremendously cost-effective. Not implementing the small habitat restoration would set back salmon recovery efforts, community stewardship building, and the positive legacy of King County providing excellent customer support and relationship building with our residents.

## 4. PROJECT BENEFITS/OUTCOMES

SHRP has a long track record of quickly implementing cost-effective habitat restoration projects that deliver results and build public trust in local King County government. The program also provides technical assistance to private property owners who are interested in restoring habitat on their property but lack the resources to do so. Over time, the cumulative effect of these smaller projects contributes to King County's commitment to salmon conservation and recovery goals. SHRP is the only King County program that provides free technical support to private citizens throughout unincorporated King County. SHRP's reputation has enabled it to perform numerous salmon habitat restoration projects on private property without purchasing real property or easements. These mutually beneficial projects are tremendously cost-effective. Not implementing the SHRP would set back salmon recovery efforts, community stewardship building, and the positive legacy of County staff providing excellent customer support.

## 5. BUDGET REQUEST BASIS

2021-2022 appropriation will support continued public outreach, design, implementation of SHRP projects. Project spending includes fully burdened staff time, construction materials, contract landscape labor. The budget requested is necessary in order to cover total program costs through 2022.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

After Small Habitat Restoration Projects are completed they have a monitoring and maintenance period that is considered operating. In the 2021-2022 budget we are reducing the programs total capital funding and moving the monitoring and maintenance funds into the operating budget to cover the costs.

## 8. PROJECT STATUS

In 2019 this program performed 21 projects in five Watershed Resource Inventory Areas (WRIAs). In 2020 SHRP is prepared to construct 17-20 projects.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Occasionally local (and sometimes state ) regulatory agencies may be involved.

## 11. ART ELIGIBILITY

NA because projects are minor rehabilitation.

**NARRATIVES** WLER SMALL HABITAT PROGRAM 1138818

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Habitat restoration project locations are primarily based on environmental factors and geographic needs that permit the best locations for ecological function, public health and safety, habitat restoration or significant environmental benefit. After project selection, during project design, teams reach out to a variety of stakeholders and to the extent consistent with the site and the goals of the project, strive to incorporate project elements that promote ESJ goals.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The SHRP focus is on restoring stream and wetland corridors, especially riparian buffer vegetation which, over time, will help sequester carbon and reduce in-water temperatures to maintain salmon in our streams.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER ADAPTIVE MGMT 1138819

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER ADAPTIVE MGMT |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $510,000 | $150,000 | $150,000 | $810,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$510,000** | **$150,000** | **$150,000** | **$810,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $360,000 | $0 | $0 | $360,000 |
| **39721 - CONTRIB SURF WATER MGT** | $150,000 | $150,000 | $150,000 | $450,000 |
| **Total Revenue** | **$510,000** | **$150,000** | **$150,000** | **$810,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER ADAPTIVE MGMT 1138819

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $365,135 | $221,824 | $235,332 | $822,291 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$365,135** | **$221,824** | **$235,332** | **$822,291** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $822,291 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$822,291** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $510,000 | $365,135 | $144,865 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$510,000** | **$365,135** | **$144,865** |

**NARRATIVES** WLER ADAPTIVE MGMT 1138819

## Current Scope

Adaptive Management: This program will fund the design and implementation of adaptive management actions that are necessary to modify site conditions associated with previously constructed capital improvement projects. Adaptive management actions will be initiated when a previously constructed restoration project is not meeting project objectives, has unintended consequences or where minor adjustments will further enhance the desired outcomes of the original project. This appropriation covers staff time and construction/materials costs.

## 1. PROJECT SCOPE

Adaptive Management: This program will fund the design and implementation of adaptive management actions that are necessary to modify site conditions associated with previously constructed capital improvement projects. Adaptive management actions will be initiated when a previously constructed restoration project is not meeting project objectives, has unintended consequences or where minor adjustments will further enhance the desired outcomes of the original project. This appropriation covers staff time and construction/materials costs.

# Capital Appropriation Proposal



**NARRATIVES** WLER ADAPTIVE MGMT 1138819

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

1.This program is needed to cover costs associated with post project adjustments that are necessary after the original projects are closed. Habitat restoration projects are designed and constructed to incorporate dynamic river and floodplain processes which cannot always be predicted in terms of timing and scale. 2. Outcomes---performing these actions helps ensure that habitat restoration projects achieve stated goals and objectives, and do not adversely affect the public, infrastructure or private property. 3. Restoration projects and associated adaptive management actions are basic requirements of King Counties commitment to implement salmon recovery plans and the Strategic Climate Action Plan (SCAP) 4. King County is obligated to ensure expected performance of restoration projects to meet the recovery goals and the conditions of project permits. 5. Not implementing adaptive management actions when needed reduces the likelihood of projects meeting state goals and objectives which would potentially results in risks to people, infrastructure and private property as well as damage working relationships with our funding partners.

## 4. PROJECT BENEFITS/OUTCOMES

The adaptive management program allows the Water and Land Resources Department restoration projects to maximize habitat gains, while minimizing costs.

## 5. BUDGET REQUEST BASIS

The ERES portfolio of actively maintained projects has been analyzed to identify potential repairs that might reasonably be needed over a 10 year period, and the estimated costs of those repairs, distributed across the 10 year time period. While the exact nature of actual repairs, which year such repairs might be needed, or even which projects ultimately need such repairs, can't be determined, this gives a reasonable scale for the program request.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

Outcomes from the adaptive management program are likely neutral with respect to the operating budget.

## 8. PROJECT STATUS

This program has previously been nested under capital program within Water and Land. The old program, Eco Restor & Protect, which housed multiple smaller programs is being eliminated in the 2021-2022 budget and the individual programs will have their own dedicated appropriation.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Other entities potentially involved with the project include local, state and federal regulatory agencies.

## 11. ART ELIGIBILITY

Excluded because work is considered minor rehabilitation.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Habitat restoration project locations (and associated subsequent actions such as adaptive management) are primarily based on environmental factors and geographic needs that target the best locations for ecological function, public health and safety, habitat restoration or significant environmental benefit. After project selection, teams reach out to a variety of stakeholders and to the extent consistent with the site and goals of the project, strive to incorporate project elements that promote equity and social justice goals.

**NARRATIVES** WLER ADAPTIVE MGMT 1138819

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Habitat restoration projects and supporting programs, such as adaptive management, help King County implement strategic climate action plan goals by planting trees, recycling construction materials, conserving open space, reducing flood risks and promoting salmon recovery.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER RECON/SITE ASSESSMENT 1138820

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER RECON/SITE ASSESSMENT |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $345,000 | $0 | $0 | $345,000 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $305,000 | $600,000 | $600,000 | $1,505,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$650,000** | **$600,000** | **$600,000** | **$1,850,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $50,000 | $0 | $0 | $50,000 |
| **39721 - CONTRIB SURF WATER MGT** | $600,000 | $600,000 | $600,000 | $1,800,000 |
| **Total Revenue** | **$650,000** | **$600,000** | **$600,000** | **$1,850,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER RECON/SITE ASSESSMENT 1138820

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $650,000 | $600,000 | $600,000 | $1,850,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$650,000** | **$600,000** | **$600,000** | **$1,850,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,881,518 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,881,518** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $345,000 | $0 | $345,000 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $305,000 | $650,000 | ($345,000) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$650,000** | **$650,000** | **$0** |

**NARRATIVES** WLER RECON/SITE ASSESSMENT 1138820

## Current Scope

Environmental Restoration Reconnaissance and Site Assessment: This program provides funding for capital improvement reconnaissance to identify, and develop initial scopes for individual projects then perform early stakeholder outreach for new habitat restoration projects.

## 1. PROJECT SCOPE

Environmental Restoration Reconnaissance and Site Assessment: This program provides funding for capital improvement reconnaissance to identify, and develop initial scopes for individual projects then perform early stakeholder outreach for new habitat restoration projects.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WLER RECON/SITE ASSESSMENT 1138820

## 3. PROJECT JUSTIFICATION

Reconnaissance and scoping is needed to identify optimum project sites, plan proper project sequencing and implement the Puget Sound Salmon Recovery Plan objectives. The Salmon Recovery Plan provides general objectives and guidance but additional scoping and development of project concepts is necessary before formal project design can begin. Risks associated with not implementing this program are largely risks associated with having insufficient, inaccurate, and incomplete information regarding project sites and insufficient information needed to apply for grants for the projects. Most of the habitat recovery projects rely heavily on grant funds to supplement storm water management funding for design and construction. These are very competitive grant processes which require substantial project and site information during the application process.

## 4. PROJECT BENEFITS/OUTCOMES

Reconnaissance level studies, feasibility and project scoping remain vitally important components of the habitat restoration CIP program. Preliminary assessments, fatal flaws analyses, development of concepts and costs estimates create the foundation for implementation of future capital improvement projects. In addition, this information is often vital to successful competition for grants for the projects; grants funds are the majority of the overall funding received by the unit for habitat project design and construction.

## 5. BUDGET REQUEST BASIS

The program forecasts and prioritizes the number of reconnaissance studies needed to implement the Puget Sound Salmon Recovery Plan objectives . Cost estimates were based upon review of prior expenditures with the same scope. These costs were used to determine future costs for the anticipated work needs for the upcoming biennium. This program is ongoing into 2021-2022 and plans to conduct up to eight feasibility studies to identify, assess and develop concepts for future projects.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

There is no impact on the operating budget.

## 8. PROJECT STATUS

During the 2019-2020 biennium, three feasibility studies were completed and another five are currently being performed to assist in project prioritization exercises, grant applications, and project initiation.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

This program is reconnaisance and scoping only, not eligible for art as it is to identify and scope capital projects it does not actually build any capital projects.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** WLER RECON/SITE ASSESSMENT 1138820

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER DEMO/SITE SECURITY 1138821

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER DEMO/SITE SECURITY |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $1,650,000 | $1,200,000 | $1,200,000 | $4,050,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,650,000** | **$1,200,000** | **$1,200,000** | **$4,050,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $450,000 | $0 | $0 | $450,000 |
| **39721 - CONTRIB SURF WATER MGT** | $1,200,000 | $1,200,000 | $1,200,000 | $3,600,000 |
| **Total Revenue** | **$1,650,000** | **$1,200,000** | **$1,200,000** | **$4,050,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLER DEMO/SITE SECURITY 1138821

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,519,765 | $1,191,892 | $1,383,014 | $4,094,671 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,519,765** | **$1,191,892** | **$1,383,014** | **$4,094,671** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,094,671 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,094,671** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,650,000 | $1,519,765 | $130,235 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,650,000** | **$1,519,765** | **$130,235** |

**NARRATIVES** WLER DEMO/SITE SECURITY 1138821

## Current Scope

Environmental Restoration Demolition and Site Security: This project provides fund to preserve and protect acquired property from misuse by installing fences, bollards and removal all manmade structures and infrastructure in preparation of habitat restoration, protection and improvement.

## 1. PROJECT SCOPE

Environmental Restoration Demolition and Site Security: This project provides fund to preserve and protect acquired property from misuse by installing fences, bollards and removal all manmade structures and infrastructure in preparation of habitat restoration, protection and improvement.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WLER DEMO/SITE SECURITY 1138821

## 3. PROJECT JUSTIFICATION

Properties are acquired for purposes of preserving and protecting important properties for habitat restoration, open space preservation, and climate action goals. Many acquired parcels contain structures, such as homes, barns or other facilities, which must be removed before the site can be restored to meet salmon recovery plan implementation objectives. Many properties have been previously degraded through past land use activities. After acquisition, these structures must be removed or demolished as soon as possible in order to reduce risk of unauthorized occupancy. The risk of not implementing this project is that abandoned structures are often occupied by transients or used for unlawful activities. Immediate removal of these structures reduces costs and risks for the County.

## 4. PROJECT BENEFITS/OUTCOMES

Protect, restores, and manages King County's water and lands. Reduce County public safety liability risks resulting from unlawful activities or occupation. This program supports the county goals for Clean Water Healthy Habitat and The Strategic Climate Action Plan.

## 5. BUDGET REQUEST BASIS

In the 2021-2022 budget cycle we anticipate the need for approximately 35 demolitions. However, due to budget constraints we are requesting funding for 16 demolitions. Other funding sources for demolitions are being researched to bridge gap.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

None anticipated, however properties within other jurisdictions could be subject to local or state taxation.

## 8. PROJECT STATUS

This program has previously been nested under capital program within Water and Land. The old program, Eco Restor & Protect, which housed multiple smaller programs is being eliminated in the 2021-2022 budget and the individual programs will have their own dedicated appropriation. The demolition program removes 5 -6 properties a year. However, with the onset of the land conservation initiative the demo program forecasts a significant increase in the number of demolitions projected for the 2021-2022 budget. The demo program currently does not have funds to complete current projects in que for demolition. Additional funding sources are currently being sought to complete current and future demolition demands.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

This program does not create a capital improvement it demolishes structures or does minor improvements on County land for safety and security. Any improvements on the county land after demolition will be reviewed for art eligibility in their respective project or program.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Demolitions of structures and minor improvements on county owned land support the Strategic Climate Action Plan by restoring the land back to natural area or preparing it for use in an ecological restoration project.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** WLER DEMO/SITE SECURITY 1138821

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLER ACQUISITION OPPORTUNITY 1138822

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | WLER ACQUISITION OPPORTUNITY |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $75,000 | $75,000 | $75,000 | $225,000 |
| **Total Budget** | **$0** | **$75,000** | **$75,000** | **$75,000** | **$225,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39721 - CONTRIB SURF WATER MGT** | $75,000 | $75,000 | $75,000 | $225,000 |
| **Total Revenue** | **$75,000** | **$75,000** | **$75,000** | **$225,000** |

### EXPENSE WLER ACQUISITION OPPORTUNITY 1138822

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $75,000 | $75,000 | $75,000 | $225,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$75,000** | **$75,000** | **$75,000** | **$225,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $253,941 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$253,941** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $75,000 | ($75,000) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $75,000 | $0 | $75,000 |
| **Total** | **$0** | **$75,000** | **$75,000** | **$0** |

## NARRATIVES

WLER ACQUISITION OPPORTUNITY 1138822

### Current Scope

Acquisition Opportunity Fund – This program within the habitat capital budget will support the division's ability to pursue property acquisitions by funding preliminary steps, such as appraisals, for emergent acquisition opportunities that would otherwise be lost. The fund is intended to operate as a revolving fund that is periodically replenished as grant funds are secured for acquisitions, similar to the program run in the Parks Division.

### 1. PROJECT SCOPE

Acquisition Opportunity Fund – This program within the habitat capital budget will support the division's ability to pursue property acquisitions by funding preliminary steps, such as appraisals, for emergent acquisition opportunities that would otherwise be lost. The fund is intended to operate as a revolving fund that is periodically replenished as grant funds are secured for acquisitions, similar to the program run in the Parks Division.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Property acquisitions often require an agile response when a sought-after property suddenly becomes available and the owners are motivated to sell quickly. If the property is not included in an existing, funded scope under a grant through the Conservation Futures Tax (CFT) or other acquisition grant, the ability to respond quickly to an opportunity is severely limited. This may mean that a property is sold on the open market and may not be available again for a generation. This fund would allow us to take initial steps that demonstrate our commitment to the seller, and also help to inform our overall acquisition strategy, whether through a traditional grant or through partnership arrangements with land trusts, such as buy-and-hold. A subsequent grant award to the project replenishes the Acquisition Opportunity Fund so that other transactions can be pursued in a similar way.

### 4. PROJECT BENEFITS/OUTCOMES

Within the context of securing lands for habitat restoration and more broadly the Land Conservation Initiative, this fund would help King County to secure vital conservation assets by increasing our responsiveness and agility in a competitive real estate market.

# Capital Appropriation Proposal



**NARRATIVES** WLER ACQUISITION OPPORTUNITY 1138822

## 5. BUDGET REQUEST BASIS

The $75,000 request would seed the revolving fund and potentially enable 4-5 new acquisition opportunities to be initiated, assuming roughly $15,000 as a typical start-up cost for a standard appraisal and related administrative costs. Not all investments would lead to a successful acquisition, but those that do would replenish the revolving fund from a subsequent grant. The fund would likely need to be partially replenished in a subsequent biennium, even if most expenditures are replenished through grants.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

This fund would not have any notable operating budget impacts. While it would enable the county to secure high-priority acquisitions in a timelier way, the overall supply of acquisition dollars is not affected and thus overall property inventory is not increased by this fund.

## 8. PROJECT STATUS

This program is proposed as a new component of the capital budget beginning in 2021.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

Land Purchase

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Protecting and restoring ecologically critical areas like floodplains and forests is an integral part increasing our resilience to a changing climate.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLSWCA MADSEN 0305 BASIN RETRO 1139268

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3292 SWM CIP NON-BOND SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Fairwood community; no parcel or lat-long identified yet. Pending Owner(s) to agree to acquisition of property; near 247348TR-A. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $100,000 | $0 | $0 | $100,000 |
| **2 Preliminary Design** | $0 | $200,000 | $0 | $0 | $200,000 |
| **3 Final Design** | $0 | $50,000 | $0 | $0 | $50,000 |
| **4 Implementation** | $0 | $750,000 | $0 | $0 | $750,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,100,000** | **$0** | **$0** | **$1,100,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39721 - CONTRIB SURF WATER MGT** | $1,100,000 | $0 | $0 | $1,100,000 |
| **Total Revenue** | **$1,100,000** | **$0** | **$0** | **$1,100,000** |

### EXPENSE WLSWCA MADSEN 0305 BASIN RETRO 1139268

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $1,050,085 | $0 | $0 | $1,050,085 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,050,085** | **$0** | **$0** | **$1,050,085** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,050,085 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,050,085** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $100,000 | $0 | $100,000 |
| 2 Preliminary Design | $0 | $200,000 | $0 | $200,000 |
| 3 Final Design | $0 | $50,000 | $0 | $50,000 |
| 4 Implementation | $0 | $750,000 | $1,050,085 | ($300,085) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,100,000** | **$1,050,085** | **$49,915** |

## NARRATIVES

WLSWCA MADSEN 0305 BASIN RETRO 1139268

### Current Scope

Madsen Basin Retrofit: This project will look for land (parcels) to purchase in the Fairwood Community in order to design, permit and construct a stormwater facility that will provide flow control to stormwater.

### 1. PROJECT SCOPE

Madsen Basin Retrofit: This project will look for land (parcels) to purchase in the Fairwood Community in order to design, permit and construct a stormwater facility that will provide flow control to stormwater.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

An existing in-line stream stormwater facility located elsewhere in the Fairwood community needs to provide fish passage. Providing fish passage to the existing in-line stream stormwater facility may result in loss of detention volume (storage). The loss of detention volume must be found elsewhere whether by either creating a new facility for compensatory storage or by installing infrastructure in the Right-Of-Way.

### 4. PROJECT BENEFITS/OUTCOMES

The benefits of the project could lead to providing better flow control throughout the basin, hence the Fairwood community.

### 5. BUDGET REQUEST BASIS

This is a new project for the 2021-2022 budget cycle and the funds are for land acquisition.

### 6. FUNDING AND REVENUE DISCUSSION

N/A

# Capital Appropriation Proposal



**NARRATIVES** WLSWCA MADSEN 0305 BASIN RETRO 1139268

## 7. OPERATING BUDGET AND OTHER IMPACTS

None

## 8. PROJECT STATUS

This is a new project for the 2021-2022 budget cycle.

## 9. ALTERNATIVES ANALYSIS

This is a new project and alternatives analysis will be completed according to the CPMWG guidelines and will be selected at gate 2.

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Funds for land acquisition.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES LTLF MASTER PROJECT 1039895

Master Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3310 LONG-TERM LEASES |
| **Class Code** | DES LTLF MASTER PROJECT |
| **Substantial Completion** | |
| **Location** | LTLF MASTER PROJECT |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $283,790,325 | $0 | $0 | $0 | $283,790,325 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $34,219,627 | $0 | $0 | $0 | $34,219,627 |
| **5 Closeout** | $2 | ($15,000,000) | ($15,000,000) | $0 | ($29,999,998) |
| **6 Acquisition** | $192,233,176 | $42,473,434 | $43,332,902 | $44,189,361 | $322,228,873 |
| **Total Budget** | **$510,243,130** | **$27,473,434** | **$28,332,902** | **$44,189,361** | **$610,238,827** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($15,000,000) | ($15,000,000) | $0 | ($30,000,000) |
| **36999 - OTHER MISC REVENUE** | $42,473,434 | $43,332,902 | $44,189,361 | $129,995,697 |
| **Total Revenue** | **$27,473,434** | **$28,332,902** | **$44,189,361** | **$99,995,697** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES LTLF MASTER PROJECT 1039895

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $188,490,159 | $0 | $0 | $0 | $0 | $188,490,159 |
| 2 Prelim Design | $11,796 | $0 | $0 | $0 | $0 | $11,796 |
| 3 Final Design | $2,116 | $0 | $0 | $0 | $0 | $2,116 |
| 4 Implementation | $2,470,856 | $0 | $0 | $0 | $0 | $2,470,856 |
| 5 Closeout | $33,095 | $0 | $0 | $0 | $0 | $33,095 |
| 6 Acquisition | $268,524,488 | $0 | $42,969,258 | $0 | $0 | $311,493,746 |
| **Total Expense** | **$459,532,509** | **$0** | **$42,969,258** | **$0** | **$0** | **$502,501,767** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $188,490,159 | $283,790,325 | $188,490,159 |
| 2 Preliminary Design | $0 | $0 | $11,796 | $0 | $11,796 |
| 3 Final Design | $0 | $0 | $2,116 | $0 | $2,116 |
| 4 Implementation | $0 | $0 | $2,470,856 | $34,219,627 | $2,470,856 |
| 5 Closeout | $0 | $0 | $33,095 | $2 | $33,095 |
| 6 Acquisition | $0 | $0 | $285,565,252 | $192,233,176 | $268,524,488 |
| **Total** | **$0** | **$0** | **$476,573,274** | **$510,243,130** | **$459,532,510** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $95,300,166 | $0 | $0 | $95,300,166 |
| 2 Preliminary Design | ($11,796) | $0 | $0 | ($11,796) |
| 3 Final Design | ($2,116) | $0 | $0 | ($2,116) |
| 4 Implementation | $31,748,771 | $0 | $0 | $31,748,771 |
| 5 Closeout | ($33,093) | ($15,000,000) | $0 | ($15,033,093) |
| 6 Acquisition | ($76,291,312) | $42,473,434 | $42,969,258 | ($76,787,136) |
| **Total** | **$50,710,620** | **$27,473,434** | **$42,969,258** | **$35,214,796** |

**NARRATIVES** DES LTLF MASTER PROJECT 1039895

## Current Scope

Long Term Lease Fund Master Project - Funding for this project will be used to pay lease costs for agencies leasing non-County space. Costs include base rent, operating costs, common area maintenance, amortized tenant improvements, and other miscellaneous costs included in the lease terms such as parking, storage, direct utilities, etc. plus an amount is added to cover possible unanticipated costs that could occur during the biennium. Also included is the FMD Lease Administration Fee collected from the agencies to cover the costs of Real Estate Services staff providing leasehold services, internal service charges and other related expenses. Reimbursement is collected from the agencies to cover the expenditures from the fund.

# Capital Appropriation Proposal



**NARRATIVES** DES LTLF MASTER PROJECT 1039895

## 1. PROJECT SCOPE

Long Term Lease Fund Master Project - Funding for this project will be used to pay lease costs for agencies leasing non-County space. Costs include base rent, operating costs, common area maintenance, amortized tenant improvements, and other miscellaneous costs included in the lease terms such as parking, storage, direct utilities, etc. plus an amount is added to cover possible unanticipated costs that could occur during the biennium. Also included is the FMD Lease Administration Fee collected from the agencies to cover the costs of Real Estate Services staff providing leasehold services, internal service charges and other related expenses. Reimbursement is collected from the agencies to cover the expenditures from the fund.

## 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

## 3. PROJECT JUSTIFICATION

Funds for this project are appropriated to pay costs of space leased by KC agencies on a long term basis. Costs include base rent, operating costs, amortized tenant improvements, utilities and other miscellaneous costs included in the lease terms. This project provides the ability to monitor costs of county leased space.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

Budget estimates are based on the terms of each lease including scheduled base rent changes, estimated CPI adjustments, estimated operating costs, leases terminating and new leases projected to be finalized during the biennium. In the 2021-2022 the budget request of $43 million is offset by a reconciliation adjustment of negative $13 million. This has the fiscal effect of drawing projected budget balance available from prior budget periods at the end of the 2019-2020 biennium. The net budget request is $30 million.

## 6. FUNDING AND REVENUE DISCUSSION

Multiple revenue sources.

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

N/A

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** DES LTLF MASTER PROJECT 1039895

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD 3350 T/T 3951 1117106 1121298

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 2 |
| **Fund** | 3350 YOUTH SRVS FACILTS CONST |
| **Class Code** | |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $222,060,782 | $272,908 | $652,101 | $0 | $222,985,791 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$222,060,782** | **$272,908** | **$652,101** | **$0** | **$222,985,791** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $272,908 | $652,101 | $0 | $925,009 |
| **Total Revenue** | **$272,908** | **$652,101** | **$0** | **$925,009** |

### EXPENSE DES FMD 3350 T/T 3951 1117106 1121298

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $167,612,767 | $0 | $0 | $0 | $0 | $167,612,767 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$167,612,767** | **$0** | **$0** | **$0** | **$0** | **$167,612,767** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $181,691,626 | $222,060,782 | $167,612,767 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$181,691,626** | **$222,060,782** | **$167,612,767** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $54,448,015 | $272,908 | $0 | $54,720,923 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$54,448,015** | **$272,908** | **$0** | **$54,720,923** |

## NARRATIVES

DES FMD 3350 T/T 3951 1117106 1121298

### Current Scope

Budget in this project makes budget authority available to transfer CFJC property tax levy collections to reimburse approved project budget ir the CFJC construction project (project number 1117106 in Fund 3951 Building Repair and Replacement).

### 1. PROJECT SCOPE

Budget in this project makes budget authority available to transfer CFJC property tax levy collections to reimburse approved project budget ir the CFJC construction project (project number 1117106 in Fund 3951 Building Repair and Replacement).

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

As property tax revenues for the CFJC revenue is forecasted budget is proposed to enable transfer to reimburse CFJC project costs in the Building Repair and Replacement Fund.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD 3350 T/T 3951 1117106 1121298

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD PAVEMENT REHABILITATION 1028653

Master Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | AD PAVEMENT REHABILITATION |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/04 - 12/31/27 | $1 | $0 | $0 | $0 | $1 |
| **2 Preliminary Design** 01/01/04 - 12/31/27 | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** 01/01/04 - 12/31/27 | $126,079 | $0 | $0 | $0 | $126,079 |
| **4 Implementation** 01/01/04 - 12/31/27 | $6,554,415 | $4,542,110 | $2,000,000 | $2,150,000 | $15,246,525 |
| **5 Closeout** 01/01/04 - 12/31/27 | $1 | $0 | $0 | $0 | $1 |
| **6 Acquisition** 01/01/04 - 12/31/27 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$6,680,497** | **$4,542,110** | **$2,000,000** | **$2,150,000** | **$15,372,607** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $4,542,110 | $2,000,000 | $2,150,000 | $8,692,110 |
| **Total Revenue** | **$4,542,110** | **$2,000,000** | **$2,150,000** | **$8,692,110** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** AD PAVEMENT REHABILITATION 1028653

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $146,147 | $0 | $0 | $0 | $0 | $146,147 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $137,171 | $0 | $0 | $0 | $0 | $137,171 |
| 4 Implementation | $5,245,006 | $1,146,526 | $4,547,757 | $2,000,000 | $2,150,000 | $15,089,289 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$5,528,324** | **$1,146,526** | **$4,547,757** | **$2,000,000** | **$2,150,000** | **$15,372,607** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $146,147 | $153,758 | $1 | $146,147 |
| 2 Preliminary Design | $0 | $0 | $0 | $1 | $0 |
| 3 Final Design | $0 | $137,171 | $137,171 | $126,079 | $137,171 |
| 4 Implementation | $0 | $15,096,609 | $5,245,006 | $6,554,415 | $6,391,532 |
| 5 Closeout | $0 | $0 | $0 | $1 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$15,379,927** | **$5,535,935** | **$6,680,497** | **$6,674,850** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($146,146) | $0 | $0 | ($146,146) |
| 2 Preliminary Design | $1 | $0 | $0 | $1 |
| 3 Final Design | ($11,092) | $0 | $0 | ($11,092) |
| 4 Implementation | $162,883 | $4,542,110 | $4,547,757 | $157,236 |
| 5 Closeout | $1 | $0 | $0 | $1 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$5,647** | **$4,542,110** | **$4,547,757** | **$0** |

**NARRATIVES** AD PAVEMENT REHABILITATION 1028653

## Current Scope

Pavement Rehabilitation - This is the master project for all pavement rehabilitation projects to keep runways, taxiways, ramp and aircraft parking areas, as well as all landside pavements in usable and safe conditions per FAA and other applicable codes. This project consists of multiple small scale pavement rehabilitation efforts at different location of the airport that are of such size that they do not warrant full project designation. This project will use on-call contractors to perform the services. The project will rehabilitate miscellaneous pavement sections as the need arises. Specific locations and work items under this project have not yet been identified. The total project budget includes $2.2M per calendar year to accomplish miscellaneous pavement projects in 2021 and 2022.

# Capital Appropriation Proposal



**NARRATIVES** AD PAVEMENT REHABILITATION 1028653

## 1. PROJECT SCOPE

Pavement Rehabilitation - This is the master project for all pavement rehabilitation projects to keep runways, taxiways, ramp and aircraft parking areas, as well as all landside pavements in usable and safe conditions per FAA and other applicable codes. This project consists of multiple small scale pavement rehabilitation efforts at different location of the airport that are of such size that they do not warrant full project designation. This project will use on-call contractors to perform the services. The project will rehabilitate miscellaneous pavement sections as the need arises. Specific locations and work items under this project have not yet been identified. The total project budget includes $2.2M per calendar year to accomplish miscellaneous pavement projects in 2021 and 2022.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Planned subprojects in this biennium would address issues such as: repaving three aircraft gate areas to bring the pavement up to code for the weight of aircraft parking there; four necessary on-airport road projects to improve road conditions and traffic safety; $2,000,000 earmarked for emergency pavement repairs, based on recent years' experience; and other pavement management costs. 2021 - 2022: King County International Airport is located in a region where harsh weather conditions greatly affect the durability of pavements and accelerate their deterioration. In addition, the Airport is continually adapting to the growth and changing needs of its tenants and users. Aircraft sizes and weights have grown in past years and they continue to increase. This incremental growth, combined with harsh weather conditions causes damage to the pavement beyond light maintenance. Degraded pavement sections require periodic rehabilitation in order to preserve their longevity and protect the Airport’s capital investments.

## 4. PROJECT BENEFITS/OUTCOMES

Project benefits include reduced need for maintenance, smoother vehicular and aircraft movement area surfaces, and making safety upgrades to pavement markers, striping and signage.

## 5. BUDGET REQUEST BASIS

The $4.5 million in requested appropriation will support establishing Airport Pavement Management System (APMS) in addition to the pavement construction contract implementation for the Airport-owned roads, parking lots, and common area airside pavement surfaces. The APMS is making the best engineered and cost-effective decisions related to the preservation, maintenance, and rehabilitation of pavements in KCIA. Projected spending includes Airport no burdened staff time, permitting, construction materials and project contingency. The budget requested is necessary in order to cover total programmatic costs through the 2021-2022 biennium; budget authority is needed in order to sign vendor contracts and move forward with implementation. Total project cost has increased by 350% from the previous budget request in 2019-2020, largely due to escalation in construction costs and heightened need to replace aged worn-out pavement, based on current Pavement Condition Index (PCI).

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

None expected.

## 8. PROJECT STATUS

The Airport's pavement program is an ongoing program.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

All work is subject to FAA grant assurances; in addition, airside pavement rehabilitation is required to meet FAA code.

# Capital Appropriation Proposal



**NARRATIVES** AD PAVEMENT REHABILITATION 1028653

## 11. ART ELIGIBILITY

Non public facing airport runways, taxiways, connectors and zipper roads.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

We will make every effort to identify and include environmentally-friendly demolition and construction methods and materials, within the highly-regulated code environment for airfield pavement.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD STEAM PLANT ACCESS ROAD 1028654

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/04 - 12/31/27 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 07/01/04 - 12/31/27 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/04 - 12/31/27 | $184,613 | $0 | $0 | $0 | $184,613 |
| **4 Implementation** 01/01/04 - 12/31/27 | $1,778,387 | $138,000 | $0 | $0 | $1,916,387 |
| **5 Closeout** 01/01/04 - 12/31/27 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,963,000** | **$138,000** | **$0** | **$0** | **$2,101,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $138,000 | $0 | $0 | $138,000 |
| **Total Revenue** | **$138,000** | **$0** | **$0** | **$138,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** AD STEAM PLANT ACCESS ROAD 1028654

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $144,430 | $0 | $0 | $0 | $0 | $144,430 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $169,678 | $10,000 | $0 | $0 | $0 | $179,678 |
| 4 Implementation | $59,822 | $460,000 | $1,231,431 | $0 | $0 | $1,751,253 |
| 5 Closeout | $0 | $25,000 | $0 | $0 | $0 | $25,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$373,930** | **$495,000** | **$1,231,431** | **$0** | **$0** | **$2,100,361** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $144,430 | $144,430 | $0 | $144,430 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $179,678 | $169,678 | $184,613 | $179,678 |
| 4 Implementation | $0 | $1,751,253 | $59,822 | $1,778,387 | $519,822 |
| 5 Closeout | $0 | $25,000 | $0 | $0 | $25,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,100,361** | **$373,930** | **$1,963,000** | **$868,930** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($144,430) | $0 | $0 | ($144,430) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $4,935 | $0 | $0 | $4,935 |
| 4 Implementation | $1,258,565 | $138,000 | $1,231,431 | $165,134 |
| 5 Closeout | ($25,000) | $0 | $0 | ($25,000) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,094,070** | **$138,000** | **$1,231,431** | **$639** |

**NARRATIVES** AD STEAM PLANT ACCESS ROAD 1028654

## Current Scope

Steam Plant Access Road - This project will construct a new driveway from Ellis Avenue to the Georgetown Steam Plant Building. The project will demolish the Skagit Transportation building at 6640 Ellis Avenue and relocate power, water, sanitary and stormwater utility lines. The new driveway will be paved using asphalt. High mast lighting will be installed along the route to provide lighting at night. Concrete sidewalks, curb and gutter will be installed on each side of the access. In addition, the design will include the relocation of the material storage ecology blocks to another location at the Airport. Additional work items along the route include excavation, trenching and backfill, utility relocation, security fence installation, driveway markings, and reseeding. Environmental remediation is included in the project. Hazmat abatement and demolition is also included prior to remediation. Due to expected schedule for tenant to vacate site in May 2020, these projects will be started in the summer or 2020.

# Capital Appropriation Proposal



**NARRATIVES** AD STEAM PLANT ACCESS ROAD 1028654

## 1. PROJECT SCOPE

Steam Plant Access Road - This project will construct a new driveway from Ellis Avenue to the Georgetown Steam Plant Building. The project will demolish the Skagit Transportation building at 6640 Ellis Avenue and relocate power, water, sanitary and stormwater utility lines. The new driveway will be paved using asphalt. High mast lighting will be installed along the route to provide lighting at night. Concrete sidewalks, curb and gutter will be installed on each side of the access. In addition, the design will include the relocation of the material storage ecology blocks to another location at the Airport. Additional work items along the route include excavation, trenching and backfill, utility relocation, security fence installation, driveway markings, and reseeding. Environmental remediation is included in the project. Hazmat abatement and demolition is also included prior to remediation. Due to expected schedule for tenant to vacate site in May 2020, these projects will be started in the summer or 2020.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Vehicle access to the Georgetown Steam Plant was historically provided along an easement that traversed the runway protection zone. King County subsequently closed the historic access and is now required to provide alternate access directly from Ellis Avenue.

## 4. PROJECT BENEFITS/OUTCOMES

The project will enable public access to the Georgetown Steam Plant Museum operated by Seattle City Light. This project will provide access to land to facilitate both tourism and the Museum's business development..

## 5. BUDGET REQUEST BASIS

The $138,000 requested appropriation will support the paving construction contract implementation, for the Airport-owned roads, parking lots, and common area airside pavement surfaces. Projected spending includes Airport non-burdened staff time, permitting, construction materials and project contingency. The budget requested is necessary in order to cover total programmatic costs through the2021-2022 biennium; budget authority is needed in order to sign vendor contracts and move forward with implementation. Total project cost has increased by 10% from the previous budget request in 2019-2020, largely due to escalation in construction costs and heightened need to replace aged pavement, based on current Pavement Condition Index (PCI)."

## 6. FUNDING AND REVENUE DISCUSSION

This project will be funded by Airport internal funds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

None expected.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

The alternative is to continue to provide access to the Georgetown Steam Plant thru an easement across Airport property. This alternative is not viable because this easement traverses the runway protection zone.

## 10. OTHER AGENCY INVOLVEMENT

All work is subject to FAA grant assurances; in addition, airside road access is required to be included in FAA Airport Layout Plan.

## 11. ART ELIGIBILITY

Airside road construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

**NARRATIVES** AD STEAM PLANT ACCESS ROAD 1028654

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The Airport will make every effort to identify and include environmentally-friendly demolition and construction methods and materials, within the highly-regulated code environment for airside pavements.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD MAXIMO UPGRADE 1028664

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $185,000 | ($1,052) | $0 | $0 | $183,948 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $261,842 | $0 | $0 | $0 | $261,842 |
| **4 Implementation** | $49,995 | $0 | $0 | $0 | $49,995 |
| **5 Closeout** | $1 | $0 | $0 | $0 | $1 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$496,840** | **($1,052)** | **$0** | **$0** | **$495,788** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($1,052) | $0 | $0 | ($1,052) |
| **Total Revenue** | **($1,052)** | **$0** | **$0** | **($1,052)** |

### EXPENSE AD MAXIMO UPGRADE 1028664

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $187,846 | $0 | $0 | $0 | $0 | $187,846 |
| **2 Prelim Design** | $33,879 | $0 | $0 | $0 | $0 | $33,879 |
| **3 Final Design** | $11,482 | $0 | $0 | $0 | $0 | $11,482 |
| **4 Implementation** | $199,388 | $0 | $0 | $0 | $0 | $199,388 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $63,193 | $0 | $0 | $0 | $0 | $63,193 |
| **Total Expense** | **$495,788** | **$0** | **$0** | **$0** | **$0** | **$495,788** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $187,846 | $187,846 | $185,000 | $187,846 |
| 2 Preliminary Design | $0 | $33,879 | $33,879 | $1 | $33,879 |
| 3 Final Design | $0 | $11,482 | $11,482 | $261,842 | $11,482 |
| 4 Implementation | $0 | $199,388 | $199,388 | $49,995 | $199,388 |
| 5 Closeout | $0 | $0 | $0 | $1 | $0 |
| 6 Acquisition | $0 | $63,193 | $63,193 | $1 | $63,193 |
| **Total** | **$0** | **$495,788** | **$495,788** | **$496,840** | **$495,788** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($2,846) | ($1,052) | $0 | ($3,898) |
| 2 Preliminary Design | ($33,878) | $0 | $0 | ($33,878) |
| 3 Final Design | $250,360 | $0 | $0 | $250,360 |
| 4 Implementation | ($149,393) | $0 | $0 | ($149,393) |
| 5 Closeout | $1 | $0 | $0 | $1 |
| 6 Acquisition | ($63,192) | $0 | $0 | ($63,192) |
| **Total** | **$1,052** | **($1,052)** | **$0** | **$0** |

## NARRATIVES

AD MAXIMO UPGRADE 1028664

### Current Scope

Maximo Upgrade - This is a disappropriation request for a completed project to upgrade the Airport's legacy Maximo Centralized Maintenance Management System.

### 1. PROJECT SCOPE

Maximo Upgrade - This is a disappropriation request for a completed project to upgrade the Airport's legacy Maximo Centralized Maintenance Management System.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This is a disappropriation request for a completed project to upgrade the Airport's legacy Maximo Centralized Maintenance Management System.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** AD MAXIMO UPGRADE 1028664

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD AIRPORT FACILITIES REPAIR 1120730

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | AD AIRPORT FACILITIES REPAIR |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $92,255 | $0 | $0 | $0 | $92,255 |
| **2 Preliminary Design** | $4 | $0 | $0 | $0 | $4 |
| **3 Final Design** | $551,015 | $0 | $0 | $0 | $551,015 |
| **4 Implementation** | $11,604,519 | $2,241,000 | $0 | $0 | $13,845,519 |
| **5 Closeout** | $5 | $0 | $0 | $0 | $5 |
| **6 Acquisition** | $4 | $0 | $0 | $0 | $4 |
| **Total Budget** | **$12,247,802** | **$2,241,000** | **$0** | **$0** | **$14,488,802** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39738 - CONTRIB AIRPORT CONST** | $2,241,000 | $0 | $0 | $2,241,000 |
| **Total Revenue** | **$2,241,000** | **$0** | **$0** | **$2,241,000** |

### EXPENSE AD AIRPORT FACILITIES REPAIR 1120730

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,930,694 | $0 | $0 | $0 | $0 | $1,930,694 |
| **2 Prelim Design** | $7,703 | $0 | $0 | $0 | $0 | $7,703 |
| **3 Final Design** | $3,172,847 | $0 | $0 | $0 | $0 | $3,172,847 |
| **4 Implementation** | $6,059,521 | $350,358 | $2,348,422 | $0 | $0 | $8,758,301 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$11,170,765** | **$350,358** | **$2,348,422** | **$0** | **$0** | **$13,869,545** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,930,694 | $2,024,298 | $92,255 | $1,930,694 |
| 2 Preliminary Design | $0 | $7,703 | $7,703 | $4 | $7,703 |
| 3 Final Design | $0 | $3,172,847 | $3,246,854 | $551,015 | $3,172,847 |
| 4 Implementation | $0 | $8,758,300 | $6,138,127 | $11,604,519 | $6,409,879 |
| 5 Closeout | $0 | $0 | $0 | $5 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $4 | $0 |
| **Total** | **$0** | **$13,869,544** | **$11,416,982** | **$12,247,802** | **$11,521,123** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,838,439) | $0 | $0 | ($1,838,439) |
| 2 Preliminary Design | ($7,699) | $0 | $0 | ($7,699) |
| 3 Final Design | ($2,621,832) | $0 | $0 | ($2,621,832) |
| 4 Implementation | $5,194,640 | $2,241,000 | $2,348,422 | $5,087,218 |
| 5 Closeout | $5 | $0 | $0 | $5 |
| 6 Acquisition | $4 | $0 | $0 | $4 |
| **Total** | **$726,679** | **$2,241,000** | **$2,348,422** | **$619,257** |

## NARRATIVES

AD AIRPORT FACILITIES REPAIR 1120730

### Current Scope

Airport Facilities Repair - Facilities preservation is a fiduciary responsibility that keeps assets available for best and highest use including revenue production. Preservation and repair avoids costs for downtime, excess maintenance, major repair, inefficient operations, and ultimately demolition and replacement costs.

### 1. PROJECT SCOPE

Airport Facilities Repair - Facilities preservation is a fiduciary responsibility that keeps assets available for best and highest use including revenue production. Preservation and repair avoids costs for downtime, excess maintenance, major repair, inefficient operations, and ultimately demolition and replacement costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Facilities preservation is a fiduciary responsibility that keeps assets available for best and highest use including revenue production; preservation and repair avoids costs for downtime, excess maintenance, major repair, inefficient operations, and ultimately demolition and replacement costs.

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The $2.2M budget request for 2021-2022 is to support roof replacement and window replacement for failing windows in the Airport Termina building. Additionally, there are necessary projects at the FAA tower.

**NARRATIVES** AD AIRPORT FACILITIES REPAIR 1120730

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

Not yet known; to be quantified for individual subprojects at 30% design phase.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Some or all work is subject to FAA grant assurances.

## 11. ART ELIGIBILITY

Projects are typically maintenance or minor rehabilitation.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Subprojects will strive for the Platinum level on their Sustainability Scorecards by considering energy efficiency, water conservation, use of sustainable materials, environmental health, community quality of life, equity and social justice. Subprojects will also maximize construction and demolition waste diversion from landfills by striving for an 80% - 85% diversion rate. These actions contribute to SCAP Green Building Goal Area targets and strategies. Applicable subprojects prepare Green Building Ordinance Scorecards and Annual Reports.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD AIRPORT FLEET 1120731

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | AD AIRPORT FLEET |
| **Substantial Completion** | 12/31/2027 |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 06/18/07 - 12/31/27 | $12,764 | $0 | $0 | $0 | $12,764 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** 06/18/07 - 12/31/27 | $1 | $0 | $0 | $0 | $1 |
| **4 Implementation** 06/18/07 - 12/31/27 | $8,255,781 | $0 | $0 | $0 | $8,255,781 |
| **5 Closeout** 06/18/07 - 12/31/27 | $2 | $0 | $0 | $0 | $2 |
| **6 Acquisition** | $1 | $5,413,000 | $4,000,000 | $4,000,000 | $13,413,001 |
| **Total Budget** | **$8,268,550** | **$5,413,000** | **$4,000,000** | **$4,000,000** | **$21,681,550** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $5,413,000 | $4,000,000 | $4,000,000 | $13,413,000 |
| **Total Revenue** | **$5,413,000** | **$4,000,000** | **$4,000,000** | **$13,413,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** AD AIRPORT FLEET 1120731

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $190,936 | $0 | $0 | $0 | $0 | $190,936 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $3,991,651 | $1,040,000 | $7,832,777 | $4,000,000 | $4,000,000 | $20,864,428 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $349,867 | $0 | $0 | $0 | $0 | $349,867 |
| **Total Expense** | **$4,532,454** | **$1,040,000** | **$7,832,777** | **$4,000,000** | **$4,000,000** | **$21,405,231** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $190,936 | $217,737 | $12,764 | $190,936 |
| 2 Preliminary Design | $0 | $0 | $0 | $1 | $0 |
| 3 Final Design | $0 | $0 | $0 | $1 | $0 |
| 4 Implementation | $0 | $20,864,428 | $4,201,486 | $8,255,781 | $5,031,651 |
| 5 Closeout | $0 | $0 | $0 | $2 | $0 |
| 6 Acquisition | $0 | $349,867 | $570,122 | $1 | $349,867 |
| **Total** | **$0** | **$21,405,231** | **$4,989,345** | **$8,268,550** | **$5,572,454** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($178,172) | $0 | $0 | ($178,172) |
| 2 Preliminary Design | $1 | $0 | $0 | $1 |
| 3 Final Design | $1 | $0 | $0 | $1 |
| 4 Implementation | $3,224,130 | $0 | $7,832,777 | ($4,608,647) |
| 5 Closeout | $2 | $0 | $0 | $2 |
| 6 Acquisition | ($349,866) | $5,413,000 | $0 | $5,063,134 |
| **Total** | **$2,696,096** | **$5,413,000** | **$7,832,777** | **$276,319** |

**NARRATIVES** AD AIRPORT FLEET 1120731

## Current Scope

Airport Fleet - This master project has subprojects for airport fleet equipment replacement as well as special fleet projects such as alternative fuels and systems to achieve vehicle related reductions in emissions. This project establishes a budget to acquire new and replacement rolling stock assets for the existing fleet of vehicles owned by the Airport. This project is a monetary budget that provides funds to purchase equipment and parts. The total project budget includes the funds needed to maintain the airport fleet replacement life cycle for years 2021 and 2022.

# Capital Appropriation Proposal



**NARRATIVES** AD AIRPORT FLEET 1120731

## 1. PROJECT SCOPE

Airport Fleet - This master project has subprojects for airport fleet equipment replacement as well as special fleet projects such as alternative fuels and systems to achieve vehicle related reductions in emissions. This project establishes a budget to acquire new and replacement rolling stock assets for the existing fleet of vehicles owned by the Airport. This project is a monetary budget that provides funds to purchase equipment and parts. The total project budget includes the funds needed to maintain the airport fleet replacement life cycle for years 2021 and 2022.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Fleet Manager maintains the fleet asset life cycle plan, maintenance and repair schedule, and replacement schedule to manage the optimum planned life of each vehicle and budget for its replacement. 2019 - 2020: The existing fleet of airport vehicles requires life cycle driven replacements and new acquisitions to meet operational demands in order to preserve and prolong the fleet. Vehicles are maintained by airport maintenance staff and a budget must be established to purchase necessary replacements and asset improvements for major vehicle systems.

## 4. PROJECT BENEFITS/OUTCOMES

This project purchases new fleet vehicles and equipment that is less expensive to maintain due to more fuel-efficient powerplants, and to incorporate the latest safety features available to minimize potential workplace injuries.

## 5. BUDGET REQUEST BASIS

The $5.4 million in requested appropriation will provided funding for the following in the 2021-2022 biennium: fifteen on-road vehicles for Aircraft Rescue and Firefighting (ARFF), Airport Operations, and Administration, one 12 passenger van, one front end loader, two snow truck plow trucks, one snow blower, one backhoe, one road grader, one sweeper truck, one boom truck, and a liquid deicer truck. Projected spending includes Airport non-burdened staff time Joboxes, tonnaeau covers, and radio equipment buildouts performed by DES Fleet. The budget requested is necessary in order to cover total programmatic costs through the 2021-2022 biennium; budget authority is needed in order to sign vendor contracts, for interfund transfers, and to move forward with vehicle/equipment purchases. Total project cost has increased by 331% from the previous budget request in 2019-2020, largely due to escalation in vehicle costs, installing Automatic Vehicle Locating (AVL) technology software, and heightened need to replace worn-out or obsolete airside snow removal equipment, based on the Airport fleet manager's lifecycle Equipment Replacement Plan schedule.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

Not yet known; to be quantified for individual subprojects at 30% design phase.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Some or all work is subject to FAA grant assurances. The Propane conversion is being done as part of a larger King County Fleet project.

## 11. ART ELIGIBILITY

N/A

**NARRATIVES** AD AIRPORT FLEET 1120731

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will increase the consumption of alternative fuels (propane) in on-airport vehicles, reducing carbon emissions. Additionally, the introduction of AVL technology will increase the efficient use of KCIA vehicles, and AVL data will enable the Airport to track completion of scheduled maintenance such as runway and taxiway sweeps.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD LOWER DUWAMISH WATERWAY 1120732

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | AD LOWER DUWAMISH WATERWAY |
| **Substantial Completion** | 12/31/2025 |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $325,553 | $0 | $0 | $0 | $325,553 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $62,001 | $0 | $0 | $0 | $62,001 |
| **4 Implementation** 06/04/08 - 12/31/24 | $1 | $103,000 | $179,000 | $190,000 | $472,001 |
| **5 Closeout** 01/01/25 - 12/31/25 | $2 | $0 | $0 | $0 | $2 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$387,559** | **$103,000** | **$179,000** | **$190,000** | **$859,559** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $103,000 | $179,000 | $190,000 | $472,000 |
| **Total Revenue** | **$103,000** | **$179,000** | **$190,000** | **$472,000** |

### EXPENSE AD LOWER DUWAMISH WATERWAY 1120732

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $178,112 | $0 | $0 | $0 | $0 | $178,112 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $19,208 | $0 | $0 | $0 | $0 | $19,208 |
| **4 Implementation** | $17,543 | $35,000 | $240,041 | $179,098 | $190,005 | $661,687 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$214,863** | **$35,000** | **$240,041** | **$179,098** | **$190,005** | **$859,007** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $178,112 | $186,943 | $325,553 | $178,112 |
| 2 Preliminary Design | $0 | $0 | $0 | $1 | $0 |
| 3 Final Design | $0 | $19,208 | $19,208 | $62,001 | $19,208 |
| 4 Implementation | $0 | $661,688 | $17,543 | $1 | $52,543 |
| 5 Closeout | $0 | $0 | $0 | $2 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$859,008** | **$223,694** | **$387,559** | **$249,863** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $147,441 | $0 | $0 | $147,441 |
| 2 Preliminary Design | $1 | $0 | $0 | $1 |
| 3 Final Design | $42,793 | $0 | $0 | $42,793 |
| 4 Implementation | ($52,542) | $103,000 | $240,041 | ($189,583) |
| 5 Closeout | $2 | $0 | $0 | $2 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$137,696** | **$103,000** | **$240,041** | **$655** |

## NARRATIVES

AD LOWER DUWAMISH WATERWAY 1120732

### Current Scope

Lower Duwamish Waterway - The scope of this project is to manage activities related to the cleanup efforts on behalf of KCIA. These activities include attending monthly project team meetings; participating in an allocation process by providing documentation, legal document reviews, and depositions; attending Steering Committee Meetings; attending bimonthly source control work group meetings; conducting environmental sampling; attending County source control team meetings; and preparing and reviewing source control reports

### 1. PROJECT SCOPE

Lower Duwamish Waterway - The scope of this project is to manage activities related to the cleanup efforts on behalf of KCIA. These activities include attending monthly project team meetings; participating in an allocation process by providing documentation, legal document reviews, and depositions; attending Steering Committee Meetings; attending bimonthly source control work group meetings; conducting environmental sampling; attending County source control team meetings; and preparing and reviewing source control reports

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** AD LOWER DUWAMISH WATERWAY 1120732

## 3. PROJECT JUSTIFICATION

In 1999, the U.S. Environmental Protection Agency (EPA) completed a study of approximately five miles of the Lower Duwamish Waterway, from the southern tip of Harbor Island to just south of the turning basin near the Norfolk combined sewer overflow (see Figure 1). Contaminants found in the waterway include PCBs, PAHs, mercury and other metals, and phthalates. These contaminants may pose threats to people, fish, and wildlife. In 2000, Boeing, the City of Seattle, King County, and the Port of Seattle (the Lower Duwamish Waterway Group or LDWG), completed a voluntary agreement (order) with EPA to begin the investigation of contamination in Lower Duwamish Waterway sediments and work toward and ultimate cleanup plan. Under the order, LDWG conducts a Remedial Investigation and Feasibility Study (RI/FS) for Lower Duwamish Waterway sediment contamination, assessing potential risks to human health and the environment, and evaluating cleanup alternatives. The order also divides work into phases where Phase 1 identifies high priority or early action areas (EAA) and Phase 2 to conduct data gap investigations. In 2001, EPA added the Lower Duwamish Waterway (LDW) to the National Priorities List or Superfund List. EPA is the lead agency for waterway sediment contamination and cleanup. The Washington Department of Ecology (Ecology is the lead agency for controlling current sources of pollution to the LDW. Preventing recontamination of sediments to levels exceeding state standards.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The $103 thousand in requested appropriation will support the source control studies and environmental assessment activities on Airport property near the Slip 4 and Slip 6 outfalls. Projected spending includes fully burdened staff time, consulting fees, community outreach, and project contingency. The budget requested is necessary in order to cover total project costs through2023; budget authority is needed in order to sign vendor contracts and move forward with implementation. This cleanup program will be in place up to30 years, depending on the Washington Department of Ecology-mandated alternative to clean up and restore wildlife habitat on the Lower Duwamish Waterway.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

This project is an ongoing project for the 2021-2022 biennium.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Long-term environmental remediation project,

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** AD LOWER DUWAMISH WATERWAY 1120732

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD CIP OVERSIGHT 1121024

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $57,154 | $0 | $0 | $0 | $57,154 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $1 | $0 | $0 | $0 | $1 |
| **4 Implementation** 01/01/21 - 12/31/22 | $26,694 | $12,453 | $0 | $0 | $39,147 |
| **5 Closeout** | $2 | $0 | $0 | $0 | $2 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$83,853** | **$12,453** | **$0** | **$0** | **$96,306** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $12,453 | $0 | $0 | $12,453 |
| **Total Revenue** | **$12,453** | **$0** | **$0** | **$12,453** |

### EXPENSE AD CIP OVERSIGHT 1121024

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $37,787 | $0 | $0 | $0 | $0 | $37,787 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $19,155 | $6,000 | $12,000 | $12,000 | $12,000 | $61,155 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$56,942** | **$6,000** | **$12,000** | **$12,000** | **$12,000** | **$98,942** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $37,787 | $37,787 | $57,154 | $37,787 |
| 2 Preliminary Design | $0 | $0 | $0 | $1 | $0 |
| 3 Final Design | $0 | $0 | $0 | $1 | $0 |
| 4 Implementation | $0 | $61,155 | $19,155 | $26,694 | $25,155 |
| 5 Closeout | $0 | $0 | $0 | $2 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$98,942** | **$56,942** | **$83,853** | **$62,942** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $19,367 | $0 | $0 | $19,367 |
| 2 Preliminary Design | $1 | $0 | $0 | $1 |
| 3 Final Design | $1 | $0 | $0 | $1 |
| 4 Implementation | $1,539 | $12,453 | $12,000 | $1,992 |
| 5 Closeout | $2 | $0 | $0 | $2 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$20,911** | **$12,453** | **$12,000** | **$21,364** |

## NARRATIVES AD CIP OVERSIGHT 1121024

### Current Scope

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 1. PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This project is to pay for auditor related costs for the CIP program.

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Budget appropriation supports cost of Capital Project Oversight work of Capital Projects by King County Auditor

### 6. FUNDING AND REVENUE DISCUSSION

N/A

### 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

### 8. PROJECT STATUS

# Capital Appropriation Proposal



**NARRATIVES** AD CIP OVERSIGHT 1121024

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Not applicable to project.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD EQUIPMENT SNOW SHED 1129947

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 07/01/16 - 10/30/18 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 10/31/18 - 03/25/19 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 03/26/19 - 09/24/19 | $353,500 | $0 | $0 | $0 | $353,500 |
| **4 Implementation** 01/01/20 - 12/31/20 | $13,651,795 | ($12,604,830) | $0 | $0 | $1,046,965 |
| **5 Closeout** 01/01/21 - 12/31/21 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 07/01/16 - 09/30/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$14,005,295** | **($12,604,830)** | **$0** | **$0** | **$1,400,465** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($12,604,830) | $0 | $0 | ($12,604,830) |
| **33123 - FAA** | $0 | $0 | $0 | $0 |
| **Total Revenue** | **($12,604,830)** | **$0** | **$0** | **($12,604,830)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** AD EQUIPMENT SNOW SHED 1129947

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $150,739 | $0 | $0 | $0 | $0 | $150,739 |
| 2 Prelim Design | $373 | $20,913 | $0 | $0 | $0 | $21,286 |
| 3 Final Design | $1,025,632 | $0 | $0 | $0 | $0 | $1,025,632 |
| 4 Implementation | $117,820 | $0 | $0 | $0 | $0 | $117,820 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,294,564** | **$20,913** | **$0** | **$0** | **$0** | **$1,315,477** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $72,910 | $150,739 | $152,850 | $0 | $150,739 |
| 2 Preliminary Design | $146,391 | $21,286 | $0 | $0 | $21,286 |
| 3 Final Design | $848,631 | $1,225,632 | $1,030,640 | $353,500 | $1,025,632 |
| 4 Implementation | $10,623,240 | $14,948,493 | $116,975 | $13,651,795 | $117,820 |
| 5 Closeout | $1,561,228 | $189,060 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$13,252,400** | **$16,535,210** | **$1,300,465** | **$14,005,295** | **$1,315,477** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($150,739) | $0 | $0 | ($150,739) |
| 2 Preliminary Design | ($21,286) | $0 | $0 | ($21,286) |
| 3 Final Design | ($672,132) | $0 | $0 | ($672,132) |
| 4 Implementation | $13,533,975 | ($12,604,830) | $0 | $929,145 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$12,689,818** | **($12,604,830)** | **$0** | **$84,988** |

**NARRATIVES** AD EQUIPMENT SNOW SHED 1129947

## Current Scope

Equipment Snow Shed - KCIA requests disappropriation of all but $100,000 of the $12,704,830 ITD balance for this project. The project is on hold for an indefinite period of time; when a potential building site becomes available, the remaining appropriation can be used to evaluate its feasibility. The design portion of the project had reached 90% complete when the FAA determined the Airport's Runway Protection Zone (RPZ) dimensions were larger than depicted on the Airport Layout Plan (ALP), and it was determined that the proposed building site was within the RPZ. The RPZ, however, is protected airspace that prohibits the presence of any structures on the ground beneath it, so the FAA required us to immediately place the Snow Shed project on hold, and to cancel the AIP design and construction grants they had awarded us to fund portions of the cost of this building. When a feasible building site becomes available, we anticipate opening a new project number for a clean project history. A design firm could be engaged to consult on the feasibility of re-using any of the initial 90% design product in that new location.

# Capital Appropriation Proposal



**NARRATIVES** AD EQUIPMENT SNOW SHED 1129947

## 1. PROJECT SCOPE

Equipment Snow Shed - KCIA requests disappropriation of all but $100,000 of the $12,704,830 ITD balance for this project. The project is on hold for an indefinite period of time; when a potential building site becomes available, the remaining appropriation can be used to evaluate its feasibility. The design portion of the project had reached 90% complete when the FAA determined the Airport's Runway Protection Zone (RPZ) dimensions were larger than depicted on the Airport Layout Plan (ALP), and it was determined that the proposed building site was within the RPZ. The RPZ, however, is protected airspace that prohibits the presence of any structures on the ground beneath it, so the FAA required us to immediately place the Snow Shed project on hold, and to cancel the AIP design and construction grants they had awarded us to fund portions of the cost of this building. When a feasible building site becomes available, we anticipate opening a new project number for a clean project history. A design firm could be engaged to consult on the feasibility of re-using any of the initial 90% design product in that new location.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project will protect and extend the life of the Airport's winter maintenance fleet, which is presently stored outdoors and is exposed to the weather. This work aligns with Best Run Government. 2019 - 2020: King County International Airport is located in a climate that experiences frequent inclement weather events. The weather often consists of freezing rain or snow. In order to combat the inclement weather, the airport deploys snow removal equipment to remove contaminants off of the airfield. Currently, the airport does not have a place to house SRE equipment. Having equipment and chemicals exposed to the elements rapidly reduces their useful life and increases maintenance efforts and costs. A snow removal equipment storage building is needed to protect the expensive equipment and chemicals from adverse weather conditions. The SRE building will minimize maintenance costs and extend the useful life of the equipment.

## 4. PROJECT BENEFITS/OUTCOMES

This project will protect and extend the life of the Airport's winter maintenance fleet, which is presently stored outdoors and is exposed to the elements year round.

## 5. BUDGET REQUEST BASIS

We request disappropriation of all but roughly $100,000 of the $12,704,830 ITD balance for this project. The project is on hold for an indefinite period of time; when a potential building site becomes available, the remaining appropriation can be used to evaluate its feasibility. The design portion of the project had reached 90% complete when the FAA determined the Airport's Runway Protection Zone (RPZ) dimensions were larger than depicted on the Airport Layout Plan (ALP), and it was determined that the proposed building site was within the RPZ. The RPZ, however, is protected airspace that prohibits the presence of any structures on the ground beneath it, so the FAA required us to immediately place the Snow Shed project on hold, and to cancel the AIP design and construction grants they had awarded us to fund portions of the cost of this building. When a feasible building site becomes available, we anticipate opening a new project number for a clean project history. A design firm could be engaged to consult on the feasibility of re-using any of the initial 90% design product in that new location.

## 6. FUNDING AND REVENUE DISCUSSION

This project is eligible for FAA grant funding; the Airport will apply for an FAA grant.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Equipment maintenance and repair costs savings due to reduced wear from exposure outdoors may be anticipated. Additionally, indoor storage is expected to extend the operational lives of this equipment.

## 8. PROJECT STATUS

**NARRATIVES** AD EQUIPMENT SNOW SHED 1129947

## 9. ALTERNATIVES ANALYSIS

Option 1: No-Build (Status Quo) Pros: There are no changes to the existing facilities There are no engineering requirements There are no investment costs incurred to implement improvements There are no change to the existing environmental conditions Cons: The snow removal equipment will continue to be kept outside with no protection from the elements The useful life of the equipment will be shorter and become more expensive to maintain Option 2: Construct SRE Building Airside (On current DNRP leasehold) Pros: It meets the need to provide enclosed storage and a maintenance area for the SRE It probably would not require a change in the snow removal operations It would continue to have direct and efficient access to the airfield It can be oriented to allow prevailing winter winds to blow snow and debris from the entrance door Cons: There is an increase of the impervious surface The extension of utilities is required from Ellis Ave. So.

## 10. OTHER AGENCY INVOLVEMENT

Project design and construction must meet FAA criteria to be eligible for grant funding.

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Preserving these County-owned assets for their full intended useful lives will keep them from prematurely filling landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD AIRFIELD ELECTRICAL SYSTEM 1129951

TA, Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/07/2018 |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 05/11/17 - 07/11/17 | $25,000 | $0 | $0 | $0 | $25,000 |
| **2 Preliminary Design** 12/06/17 - 02/14/18 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 02/15/18 - 04/16/18 | $55,000 | $0 | $0 | $0 | $55,000 |
| **4 Implementation** 08/01/18 - 12/07/18 | $782,436 | ($184,842) | $0 | $0 | $597,594 |
| **5 Closeout** 01/23/19 - 06/29/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$862,436** | **($184,842)** | **$0** | **$0** | **$677,594** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($184,842) | $0 | $0 | ($184,842) |
| **Total Revenue** | **($184,842)** | **$0** | **$0** | **($184,842)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** AD AIRFIELD ELECTRICAL SYSTEM 1129951

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $42,138 | $0 | $0 | $0 | $0 | $42,138 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $247,890 | $0 | $0 | $0 | $0 | $247,890 |
| 4 Implementation | $387,565 | $0 | $0 | $0 | $0 | $387,565 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$677,594** | **$0** | **$0** | **$0** | **$0** | **$677,594** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $42,138 | $42,138 | $25,000 | $42,138 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $247,890 | $247,890 | $55,000 | $247,890 |
| 4 Implementation | $0 | $387,565 | $387,565 | $782,436 | $387,565 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$677,593** | **$677,593** | **$862,436** | **$677,593** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($17,138) | $0 | $0 | ($17,138) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | ($192,890) | $0 | $0 | ($192,890) |
| 4 Implementation | $394,871 | ($184,842) | $0 | $210,029 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$184,843** | **($184,842)** | **$0** | **$1** |

**NARRATIVES** AD AIRFIELD ELECTRICAL SYSTEM 1129951

## Current Scope

Airfield Electrical System - This is a disappropriation request for a completed project to for updating/upgrading airfield electrical systems.

## 1. PROJECT SCOPE

Airfield Electrical System - This is a disappropriation request for a completed project to for updating/upgrading airfield electrical systems.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** AD AIRFIELD ELECTRICAL SYSTEM 1129951

## 3. PROJECT JUSTIFICATION

This work aligns with Best Run Government - safety, as well as potential energy savings contributing to SCAP goals. The replacement work will provide for the continued reliable operation of the airfield lighting system. The work is required to maintain the Airport's compliance with FAA regulations, in accordance with the details of its Airport Certification Manual.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

This is a disappropriation request for a completed project to update/upgrade airfield electrical systems.

## 6. FUNDING AND REVENUE DISCUSSION

This project is eligible for FAA grant funding; Airport will apply for an FAA grant.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Not yet known.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

Sign replacement was directed by FAA officials. Regular monitoring and measurement of the system identified continued degradation trend; cable distribution system replacement was identified as a single option to improve reliability. Pedestal and transformers will also be replaced, resulting in a compliant, energy efficient system.

## 10. OTHER AGENCY INVOLVEMENT

FAA has regulatory responsibility, per FAR Part 139. FAA also provides grant funding for this work.

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Sustainability in design and construction, waste stream reduction and parts recycling, and/or life cycle operating savings may be applicable. Specifically, the project is anticipated to reduce the airfield electrical energy consumption. An exact determination of savings has not been identified. We expect to do a Life Cycle Cost Analysis at 30% design and a Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** AD AIRFIELD ELECTRICAL SYSTEM 1129951

## 17. CAPACITY TO IMPLEMENT THE PROJECT

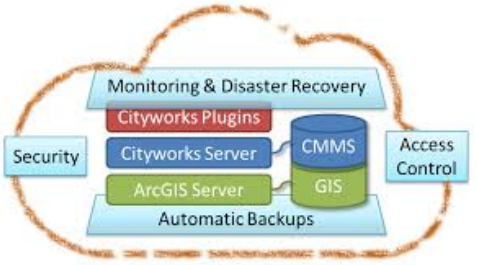
## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD CITYWORKS ADDITIONAL MODULES (AD CITYWORKS ADDL MODULES) 1130186

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2027 |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |




### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/01/16 - 12/31/27 | $914,700 | $0 | $363,000 | $370,000 | $1,647,700 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$914,700** | **$0** | **$363,000** | **$370,000** | **$1,647,700** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $363,000 | $370,000 | $733,000 |
| **Total Revenue** | **$0** | **$363,000** | **$370,000** | **$733,000** |

### EXPENSE AD CITYWORKS ADDL MODULES 1130186

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $116,659 | $0 | $0 | $0 | $0 | $116,659 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $17,842 | $0 | $0 | $0 | $0 | $17,842 |
| **4 Implementation** | $212,926 | $185,000 | $370,000 | $370,000 | $370,000 | $1,507,926 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$347,427** | **$185,000** | **$370,000** | **$370,000** | **$370,000** | **$1,642,427** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $116,659 | $116,659 | $0 | $116,659 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $17,842 | $52,760 | $0 | $17,842 |
| 4 Implementation | $0 | $1,507,926 | $217,355 | $914,700 | $397,926 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,642,427** | **$386,774** | **$914,700** | **$532,427** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($116,659) | $0 | $0 | ($116,659) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | ($17,842) | $0 | $0 | ($17,842) |
| 4 Implementation | $516,774 | $0 | $370,000 | $146,774 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$382,273** | **$0** | **$370,000** | **$12,273** |

## NARRATIVES

AD CITYWORKS ADDL MODULES 1130186

### Current Scope

CityWorks Additional Modules - This is a follow-on project to the IT implementation initiated in 2015 to convert from Maximo to CityWorks. KCIA is engaged with an outside consultant to license, install, and integrate additional modules for the increased efficiency and effectiveness to be gained from the collection and use of BIM airport data. This is a recurring project to purchase, implement, and integrate or install additional modules, features and functionality to the CityWorks Information Management System. This project provides funding to make desired system improvements as they are identified. The total project budget includes funds needed to purchase additional improvements for years 2021 and 2022.

### 1. PROJECT SCOPE

CityWorks Additional Modules - This is a follow-on project to the IT implementation initiated in 2015 to convert from Maximo to CityWorks. KCIA is engaged with an outside consultant to license, install, and integrate additional modules for the increased efficiency and effectiveness to be gained from the collection and use of BIM airport data. This is a recurring project to purchase, implement, and integrate or install additional modules, features and functionality to the CityWorks Information Management System. This project provides funding to make desired system improvements as they are identified. The total project budget includes funds needed to purchase additional improvements for years 2021 and 2022.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The Airport is seeking to optimize its use of the Cityworks technology in asset management, following principles of Best Run Government in the most efficient and effective use of resources. 2019 - 2020: King County International Airport is engaged with an outside consultant to move all asset management and business information now managed in Maximo to the Cityworks platform. Following the base system implementation which was initiated in 2015, additional modules, features, and functionality are needed to maximize the benefit, efficiency, and effectiveness of Cityworks.

# Capital Appropriation Proposal



**NARRATIVES** AD CITYWORKS ADDL MODULES 1130186

## 4. PROJECT BENEFITS/OUTCOMES

The Airport has the responsibility to provide sustainable services to their stakeholders while maintaining their assets in a cost effective manner. Cityworks uses ArcGIS® to develop an effective Maintenance Management System (MMS) powered by portable wi-fi tablets, used by staff in the field to quickly indentify and log airside/facilities infrastructure maintenance issues. Cityworks also employes a robust Asset Management Solution (AMS) that provides a complete foundation for a truly effective application suite that will improve asset utilization, extending asset life and performance while reducing capital costs and asset-related operating costs.

## 5. BUDGET REQUEST BASIS

There is no budget appropriation request in the 2021-2022 budget submittal, as there is adequate carryover from the adopted 2019-2020 budget. This CAP form is only to quantify the CIP FinPlan 2021-2022 biennial spending and complete the six year CIP forecast.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

Unknown at this time.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Over the upcoming 24 months, KCIA will be engaged with KCIT project management.

## 11. ART ELIGIBILITY

Project not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** AD CITYWORKS ADDL MODULES 1130186

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD CONSTRUCT LARGE AIRCRAFT PARKING-7299 TO 7300 PERIMETER RD S (AD LARGE AIRCRAFT PARKING) 1134634

Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/15/2021 |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 11/25/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 11/26/19 - 06/30/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 06/30/20 - 11/30/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/04/21 - 01/04/22 | $10,250,000 | $13,723,000 | $0 | $0 | $23,973,000 |
| **5 Closeout** 02/28/22 - 06/01/22 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$10,250,000** | **$13,723,000** | **$0** | **$0** | **$23,973,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,372,300 | $0 | $0 | $1,372,300 |
| **33123 - FAA** | $12,350,700 | $0 | $0 | $12,350,700 |
| **Total Revenue** | **$13,723,000** | **$0** | **$0** | **$13,723,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** AD LARGE AIRCRAFT PARKING 1134634

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $11,470 | $0 | $0 | $0 | $0 | $11,470 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $45,585 | $1,675,000 | $0 | $0 | $0 | $1,720,585 |
| 4 Implementation | $0 | $2,434,000 | $19,806,858 | $0 | $0 | $22,240,858 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$57,055** | **$4,109,000** | **$19,806,858** | **$0** | **$0** | **$23,972,913** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $11,470 | $19,606 | $0 | $11,470 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,720,585 | $311,486 | $0 | $1,720,585 |
| 4 Implementation | $0 | $22,240,858 | $13,564 | $10,250,000 | $2,434,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$23,972,913** | **$344,656** | **$10,250,000** | **$4,166,055** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($11,470) | $0 | $0 | ($11,470) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | ($1,720,585) | $0 | $0 | ($1,720,585) |
| 4 Implementation | $7,816,000 | $13,723,000 | $19,806,858 | $1,732,142 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$6,083,945** | **$13,723,000** | **$19,806,858** | **$87** |

**NARRATIVES** AD LARGE AIRCRAFT PARKING 1134634

## Current Scope

Large Aircraft Parking - The Large Aircraft Parking Project will redevelop the area south and east of the King County International Airport (KCIA) main terminal building located at 7277 Perimeter Road South in Seattle, Washington. The intent of the project is to reconfigure the site to increase available apron space by approximately 172,900 square feet (sf) to a total of approximately 258,100 sf to accommodate additional airside parking of large aircraft. The intent of design is for a ramp apron capable of supporting aircraft group IV with an ACN-PCN for regular use up to 767-300 Aircraft. as described in Federal Aviation Administration (FAA) Advisory Circular150/5300-13A. New aircraft deicing and wash-down infrastructure will be included in the design of the airside parking area. This project will relocate the Air Operations Area (AOA) fence, reconfigure the existing main terminal parking lot, and reconfigure the vehicle access from Airport Way South to the Main Terminal via Terminal road. The project will also demolish an existing2-story building (the Arrivals Building, directly adjacent to the Terminal Building) that totals approximately 21,176 sf plan area and a total internal working space of approximately 59,400 s.f. utilities (electrical, natural gas, water, sewers, etc.) located in or traveling through the Arrivals Building must be relocated to the Main Terminal as needed. Othe utilities may also require relocation before demolition, depending on their ties to the Arrivals Building.

# Capital Appropriation Proposal



**NARRATIVES** AD LARGE AIRCRAFT PARKING 1134634

## 1. PROJECT SCOPE

Large Aircraft Parking - The Large Aircraft Parking Project will redevelop the area south and east of the King County International Airport (KCIA) main terminal building located at 7277 Perimeter Road South in Seattle, Washington. The intent of the project is to reconfigure the site to increase available apron space by approximately 172,900 square feet (sf) to a total of approximately 258,100 sf to accommodate additional airside parking of large aircraft. The intent of design is for a ramp apron capable of supporting aircraft group IV with an ACN-PCN for regular use up to 767-300 Aircraft. as described in Federal Aviation Administration (FAA) Advisory Circular 150/5300-13A. New aircraft deicing and wash-down infrastructure will be included in the design of the airside parking area. This project will relocate the Air Operations Area (AOA) fence, reconfigure the existing main terminal parking lot, and reconfigure the vehicle access from Airport Way South to the Main Terminal via Terminal road. The project will also demolish an existing 2-story building (the Arrivals Building, directly adjacent to the Terminal Building) that totals approximately 21,176 sf plan area and a total internal working space of approximately 59,400 s.f. utilities (electrical, natural gas, water, sewers, etc.) located in or traveling through the Arrivals Building must be relocated to the Main Terminal as needed. Othe utilities may also require relocation before demolition, depending on their ties to the Arrivals Building.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County International Airport / Boeing Field continues to experience increased demand for large aircraft parking. The existing aircraft parking area is too small to accommodate the number and size of aircraft needing to be parked. The existing aircraft parking pavement must be strengthened to support the weight of the aircraft expected to use the area. In addition, glycol containment is required to allow aircraft to deice on the pavement. In order to accommodate the demand, the existing air cargo apron adjacent to the Terminal Building will need to be reconfigured. The Arrivals Building, exit road, parking lot, and utilities are in the way of the needed aircraft parking area and must be reconfigured to meet needs. Reconfiguring landside components is needed to open a parcel of land that can be used for an apron expansion to accommodate large aircraft parking. In addition, underground power and fiber optic utilities that serve the Arrivals Building must be re-routed to the Main Terminal. Readjusted vehicle parking must also be accounted for in support of the landside operations.

## 4. PROJECT BENEFITS/OUTCOMES

Increased capacity to provide transient parking for large (over 250,000 lbs. Maximum Gross Landed Weight) aircraft. A County-owned building will be demolished, lowering maintenance, utilities, and tenant common area costs. Creating an area for large aircraft parking aligns with the Executive's Funding for Services" priority. The revenue collected from users of this site will create a sustainable funding source, and will provide aircraft owners an additional state-of-the-art site location to de-ice aircraft.

## 5. BUDGET REQUEST BASIS

Total project cost has increased by 133% from the previous budget request in 2019-2020, largely due several additional requirements/recommendations that were not identified in the cost estimate for the 2019-2020 budget appropriation request: The 2018 cost estimate for the pavement portion that is in scope was identified as 5,755 square yards of light asphalt pavement. The May 2020 design/engineering estimate for the project accounts for concrete cement pavement, 20,500 square yards x 14 inch depth. This depth of concrete pour is needed to support the load of the identified critical large mid-body to large-body aircraft (767-400 and 747-8), and will provide an increased life cycle (20 years), with reduced maintenance costs over the life of the pavement. The original cost estimate didn't include costs for Foreign Object Debris (FOD) prevention control, construction staking and contractor quality control programs and temporary Airport Operating Area (AOA) fencing during construction. Storm Drainage system upgrade cost was underestimated in the 2018 cost estimate. Revised estimate includes the storm, sanitary and deicing infrastructure. Ground power for aircraft parking is included in the May 2020 Concept estimate, but was not in the 2018 cost estimate. This is necessary to support the design aircraft (767-400) and smaller mix inventory of charter and passenger jet aircraft that will use the ramp. Projected spending includes Airport nonburdened staff time, engineering design, project management, permitting, construction materials and project contingency. The budget requested is necessary in order to cover total programmatic costs through the 2021-2022 biennium; budget authority is needed in order to sign vendor contracts and move forward with implementation. This project budget request is based on the Airport Engineer's cost estimate after consulting with design/engineering firms.

# Capital Appropriation Proposal



**NARRATIVES** AD LARGE AIRCRAFT PARKING 1134634

## 6. FUNDING AND REVENUE DISCUSSION

This project will be funded by both Airport internal funds and Federal Aviation Administration grant funding.

## 7. OPERATING BUDGET AND OTHER IMPACTS

There are would be decreasing operating budget costs due to no longer providing janitorial/maintenance staff costs due to the demolish Arrivals Building and 7300 Building.

## 8. PROJECT STATUS

The project is to reach the 30% design milestone by 07/31/2020.

## 9. ALTERNATIVES ANALYSIS

The Airport can leave the existing buildings and parking apron intact, but will be unable to meet increased future demand for large aircraft parking. There are several potential configurations under consideration, with the alternative to be chosen that best caters to the air cargo carriers and corporate aviation.

## 10. OTHER AGENCY INVOLVEMENT

The FAA will review site plans to ensure they align with grant assurances. This project will also become part of the FAA Airport Layout Plan.

## 11. ART ELIGIBILITY

Airside large aircraft parking pavements.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The Airport will make every effort to identify and include environmentally-friendly demolition and construction methods and materials, within the highly-regulated code environment for airside pavements.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD FENCES & GATES UPGRDS PH II 1134750

Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 07/29/19 - 12/31/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 03/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/01/20 - 06/30/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/01/20 - 09/30/20 | $2,250,000 | $2,337,995 | $0 | $0 | $4,587,995 |
| **5 Closeout** 10/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,250,000** | **$2,337,995** | **$0** | **$0** | **$4,587,995** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,337,995 | $0 | $0 | $2,337,995 |
| **Total Revenue** | **$2,337,995** | **$0** | **$0** | **$2,337,995** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** AD FENCES & GATES UPGRDS PH II 1134750

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $100,000 | $0 | $0 | $0 | $100,000 |
| 3 Final Design | $0 | $160,000 | $0 | $0 | $0 | $160,000 |
| 4 Implementation | $0 | $500,000 | $3,827,995 | $0 | $0 | $4,327,995 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$760,000** | **$3,827,995** | **$0** | **$0** | **$4,587,995** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $100,000 | $0 | $0 | $100,000 |
| 3 Final Design | $0 | $160,000 | $0 | $0 | $160,000 |
| 4 Implementation | $0 | $4,327,995 | $828 | $2,250,000 | $500,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,587,995** | **$828** | **$2,250,000** | **$760,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($100,000) | $0 | $0 | ($100,000) |
| 3 Final Design | ($160,000) | $0 | $0 | ($160,000) |
| 4 Implementation | $1,750,000 | $2,337,995 | $3,827,995 | $260,000 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,490,000** | **$2,337,995** | **$3,827,995** | **$0** |

# Capital Appropriation Proposal



**NARRATIVES** AD FENCES & GATES UPGRDS PH II 1134750

## Current Scope

Fences and Gates Upgrades, Phase II - This project will remove and replace approximately 12,800 linear feet of airport-controlled security perimeter fence. In addition, ten vehicle gates; (Gates V-47, 46, 50, 53 and five pedestrian Gates P-43, 37, 36, 44) will be removed and replaced. This project will also remove V-54 and pedestrian gate P-44. Gate removal and replacement includes the physical gate, operator and pedestal. The access reader will be removed and replaced as part of the Perimeter Intrusion Detection System (PIDS) Phase I project. Gate V-50 will be hardened as a crash resistant gate. The new security fence will be designed in compliance with TSA 1542 specifications. The new security fence will be designed using eight feet of polyvinyl coated, chain link with one foot of three strands of barbed wires. 5,500 linear feet of fence will be installed in earth with an 18-inch buried skirt. The remaining 300 linear feet of fence will be installed as a 10-foot-wide chain link panel in asphalt. Ecology blocks, measuring four feet wide, three feet tall, and two feet deep, installed every three feet will provide added security for a total linear distance of 450 feet. The temporary construction fence will be installed and removed in 500-foot increments to allow phased installation of the permanent fence. In addition, the project will install one slider gate adjacent to the maintenance building. The project will install approximately 2,500 feet of cable barrier and extend utilities to power gates where needed. Utilities will tie into the existing FAA utility corridor that runs parallel to Taxiway B. In addition, this project will provide additional perimeter lights at various locations around the airport to increase night visibility of the perimeter fencing. The project will install 25 high mast lights along approximately 2,500 feet of fence line. Fifteen high mast lights will be installed at the fence line along the north property boundary between the maintenance building and the general aviation apron, near the consolidated fuel facility. Project assumes poor soil conditions in this location. These lights will be installed on top of concrete pillars with a diameter of three feet and a height of eight feet. The remaining ten high mast lights will be installed at various locations near the Museum of Flight.

## 1. PROJECT SCOPE

Fences and Gates Upgrades, Phase II - This project will remove and replace approximately 12,800 linear feet of airport-controlled security perimeter fence. In addition, ten vehicle gates; (Gates V-47, 46, 50, 53 and five pedestrian Gates P-43, 37, 36, 44) will be removed and replaced. This project will also remove V-54 and pedestrian gate P-44. Gate removal and replacement includes the physical gate, operator and pedestal. The access reader will be removed and replaced as part of the Perimeter Intrusion Detection System (PIDS) Phase I project. Gate V-50 will be hardened as a crash resistant gate. The new security fence will be designed in compliance with TSA 1542 specifications. The new security fence will be designed using eight feet of polyvinyl coated, chain link with one foot of three strands of barbed wires. 5,500 linear feet of fence will be installed in earth with an 18-inch buried skirt. The remaining 300 linear feet of fence will be installed as a 10-foot-wide chain link panel in asphalt. Ecology blocks, measuring four feet wide, three feet tall, and two feet deep, installed every three feet will provide added security for a total linear distance of 450 feet. The temporary construction fence will be installed and removed in 500-foot increments to allow phased installation of the permanent fence. In addition, the project will install one slider gate adjacent to the maintenance building. The project will install approximately 2,500 feet of cable barrier and extend utilities to power gates where needed. Utilities will tie into the existing FAA utility corridor that runs parallel to Taxiway B. In addition, this project will provide additional perimeter lights at various locations around the airport to increase night visibility of the perimeter fencing. The project will install 25 high mast lights along approximately 2,500 feet of fence line. Fifteen high mast lights will be installed at the fence line along the north property boundary between the maintenance building and the general aviation apron, near the consolidated fuel facility. Project assumes poor soil conditions in this location. These lights will be installed on top of concrete pillars with a diameter of three feet and a height of eight feet. The remaining ten high mast lights will be installed at various locations near the Museum of Flight.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Boeing Corporation conducts significant maintenance, retrofits, and delivery operations of highly sensitive military and commercial aircraft at King County International Airport. in addition, the Airport serves many high value corporate and cargo aircraft. The presence of the significant operations warrants heightened security measures to protect them from possible intrusion and threats. Much of the existing security fences are old and have reached the end of their useful life and need to be replaced. Recent evaluations of the existing physical security assets reveal opportunities to increase security protection by replacing fences and gates. An administrative decision has been made to replace non-standard security fences with fencing that meets current airport fence and gate standards to better protect the sensitive Boeing, corporate/ GA and cargo/commercial operations.

**NARRATIVES** AD FENCES & GATES UPGRDS PH II 1134750

## 4. PROJECT BENEFITS/OUTCOMES

The installation and upgrade of approximately 12,000 linear of airport controlled security fencing and gates will provide better security to the Airport. The project will also remove gates where they are not needed. The new security fence will be designed in compliance with Tenant Security Committee specifications.

## 5. BUDGET REQUEST BASIS

The $2.3 million in requested appropriation will support the final design, implementation, acquisition, and close-out phases of this project. Projected spending includes fully burdened staff time, design engineering, project management, construction materials, and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in2021; budget authority is needed in order to sign vendor contracts and move forward with implementation. Total project cost (Estimate at Completion) has increased by 196% from the previous budget request in 2019-2020, largely due to the increase in linear feet of airport-controlled perimeter fencing being removed and replaced (from 5,800 linear feet to 12,800 linear feet) and increased lighting need.

## 6. FUNDING AND REVENUE DISCUSSION

This project will be funded by Airport internal funds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Project design has not been completed however installation of fences and gates expected to increase Airport staff labor charges to perform utility work connecting fencing and gates to the future Perimeter Intrusion Detection System (PIDS).

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

Other than the status quo, no other alternatives have been identified.

## 10. OTHER AGENCY INVOLVEMENT

There is considerable interest by KC elected officials in Airport Security Improvements. The Division reports to GAO every quarter on project progress in accordance with Ordinance 17941, Section 129, Proviso P8, as amended by Ordinance 18110, Section 60.

## 11. ART ELIGIBILITY

Airfield perimeter security planning project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is not GBO eligible.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** AD FENCES & GATES UPGRDS PH II 1134750

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD STORMWATR PIPE REPLACEMENT PHASE II (AD STRMWTR PIPE REPLACMT PH II) 1134761

Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/08/2021 |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 08/23/19 - 05/04/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 05/08/20 - 08/06/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 08/07/20 - 10/01/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 06/01/21 - 09/30/21 | $450,000 | $558,000 | $0 | $0 | $1,008,000 |
| **5 Closeout** 10/01/21 - 12/01/21 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$450,000** | **$558,000** | **$0** | **$0** | **$1,008,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $558,000 | $0 | $0 | $558,000 |
| **Total Revenue** | **$558,000** | **$0** | **$0** | **$558,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** AD STRMWTR PIPE REPLACMT PH II 1134761

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $40,000 | $0 | $0 | $0 | $40,000 |
| 3 Final Design | $0 | $35,000 | $0 | $0 | $0 | $35,000 |
| 4 Implementation | $0 | $40,000 | $872,500 | $0 | $0 | $912,500 |
| 5 Closeout | $0 | $0 | $20,000 | $0 | $0 | $20,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$115,000** | **$892,500** | **$0** | **$0** | **$1,007,500** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $40,000 | $0 | $0 | $40,000 |
| 3 Final Design | $0 | $35,000 | $8,652 | $0 | $35,000 |
| 4 Implementation | $0 | $912,500 | $0 | $450,000 | $40,000 |
| 5 Closeout | $0 | $20,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,007,500** | **$8,652** | **$450,000** | **$115,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($40,000) | $0 | $0 | ($40,000) |
| 3 Final Design | ($35,000) | $0 | $0 | ($35,000) |
| 4 Implementation | $410,000 | $558,000 | $872,500 | $95,500 |
| 5 Closeout | $0 | $0 | $20,000 | ($20,000) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$335,000** | **$558,000** | **$892,500** | **$500** |

**NARRATIVES** AD STRMWTR PIPE REPLACMT PH II 1134761

## Current Scope

Stormwater Pipe Replacement, Phase II - This project will remove existing stormwater pipes at King County International Airport and replace them with new ones. This project assumes all stormwater pipes in the four priority levels identified in the 2018 stormwater evaluation will be replaced. The project assumes that approximately 250 linear feet of 48-inch, 200 linear feet of 36-inch, 650 linear feet of 24-inch, 1,200 linear feet of 18-inch, 2,300 linear feet of 12- inch, and 1,900 linear feet of 8-inch concrete stormwater pipes will be removed and replaced with new. The project assumes trenches will be 10- feet deep with a disturbance width of 6-feet and 60% in asphalt and 40% in grass. Saw cutting will be used in areas containing asphalt. The project will remove approximately 100 linear feet of existing security fencing and replace it with new security fence once the project is completed. It is assumed that 500 feet of temporary fencing will be purchased and installed while work is being performed. Additional work items include trenching, back fill, asphalt removal, and paving. This project assumes that existing hand/manholes, vaults and catch basins will not be replaced.

# Capital Appropriation Proposal



**NARRATIVES** AD STRMWTR PIPE REPLACMT PH II 1134761

## 1. PROJECT SCOPE

Stormwater Pipe Replacement, Phase II - This project will remove existing stormwater pipes at King County International Airport and replace them with new ones. This project assumes all stormwater pipes in the four priority levels identified in the 2018 stormwater evaluation will be replaced. The project assumes that approximately 250 linear feet of 48-inch, 200 linear feet of 36-inch, 650 linear feet of 24-inch, 1,200 linear feet of 18-inch, 2,300 linear feet of 12- inch, and 1,900 linear feet of 8-inch concrete stormwater pipes will be removed and replaced with new. The project assumes trenches will be 10- feet deep with a disturbance width of 6-feet and 60% in asphalt and 40% in grass. Saw cutting will be used in areas containing asphalt. The project will remove approximately 100 linear feet of existing security fencing and replace it with new security fence once the project is completed. It is assumed that 500 feet of temporary fencing will be purchased and installed while work is being performed. Additional work items include trenching, back fill, asphalt removal, and paving. This project assumes that existing hand/manholes, vaults and catch basins will not be replaced.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The existing stormwater drainage system consists of a combination of pipes that were installed over many years since King County Airport opened. Many pipes are old and some sections have begun to fail. In addition, the historic growth of the Airport and surrounding community has caused increased demand on the original stormwater system and some pipes lack the capacity to handle the increased demand. A infrastructure master plan will be prepared under a separate project which will make recommendations for various stormwater system improvements at the Airport. Recommended projects need to be undertaken in order to improve the overall stormwater system and meet the needs of the users at the Airport.

## 4. PROJECT BENEFITS/OUTCOMES

This project will upgrade the Airport's stormwater infrastructure to meet increased demand on the original stormwater system and replace pipes that lack the capacity to handle this increased demand.

## 5. BUDGET REQUEST BASIS

The $558,000 in requested appropriation will support the final design, implementation, acquisition, and close-out phases of this project. Projected spending includes Airport force account salary/benefits, design engineering, project management, construction materials, and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in2021; budget authority is needed in order to sign vendor contracts and move forward with implementation. Total project cost (Estimate at Completion) has increased by 224% from the previous budget request in 2019-2020, largely due to an increase in linear footage of stormwater pipes identified as being needing to be replaced (from 1,000 linear feet of 16-inch diameter pipe to 6,500 linear feet of pipe, ranging from 8-inch to 48-inch diameter pipe).

## 6. FUNDING AND REVENUE DISCUSSION

This project will be funded by internal Airport funds/fund balance.

## 7. OPERATING BUDGET AND OTHER IMPACTS

There will be a decrease in staff maintenance and operations costs as fewer service calls are needed to repair broken stormwater pipes.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

One option is to not replace the existing stormwater pipes. Not doing so will require more maintenance and severe tenant/aircraft use impacts if a taxiway or runway is closed due to a stormwater pipe failure creating a sinkhole in the aircraft movement area. The stormwater infrastructure master will make recommendations for prioritizing the various Airport pipe replacement improvements.

**NARRATIVES** AD STRMWTR PIPE REPLACMT PH II 1134761

## 10. OTHER AGENCY INVOLVEMENT

There will be coordination with DPER for issuing construction permits during stormwater pipe replacement.

## 11. ART ELIGIBILITY

Stormwater pipe replacement.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This projec tis not GBO eligible.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD RUNWAY 14L-32R REHAB 1135085

Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 08/22/22 - 11/22/22 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/23 - 02/15/23 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 02/16/23 - 07/07/23 | $0 | $510,000 | $15,825,000 | $0 | $16,335,000 |
| **4 Implementation** 11/01/23 - 12/31/24 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$510,000** | **$15,825,000** | **$0** | **$16,335,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $51,000 | $1,582,500 | $0 | $1,633,500 |
| **33123 - FAA** | $459,000 | $14,242,500 | $0 | $14,701,500 |
| **Total Revenue** | **$510,000** | **$15,825,000** | **$0** | **$16,335,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** AD RUNWAY 14L-32R REHAB 1135085

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | | $506,886 | $1,139,000 | $0 | $1,645,886 |
| 4 Implementation | $0 | $0 | ($1) | $14,689,000 | $0 | $14,688,999 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$506,885** | **$15,828,000** | **$0** | **$16,334,885** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,770,885 | $0 | $0 | $0 |
| 4 Implementation | $0 | $14,689,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$16,459,885** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $510,000 | $506,886 | $3,114 |
| 4 Implementation | $0 | $0 | ($1) | $1 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$510,000** | **$506,885** | **$3,115** |

# Capital Appropriation Proposal



**NARRATIVES** AD RUNWAY 14L-32R REHAB 1135085

## Current Scope

Runway 14R-32L Rehabilitation - This project will rehabilitate Runway 14R-32L. The project will be completed in two phases, the first phase being planning and the second phase being construction. The project includes a geotechnical investigation using destructive and nondestructive testing for the entire airport. Phase I geotechnical investigation cost will be included as part of the Runway 14R-32L rehabilitation and lighting project. The second phase will rehabilitate approximately 250,000 square yards of asphalt pavement on Runway 14L- 32R and its connecting taxiways. The project assumes 7" of the existing asphalt will be milled and replaced. It is assumed that 15% of the project area will require sub-base reconstruction if necessary. Approximately 50 centerline Light Emitting Diode (LED) in-pavement light fixture and 10,000 feet of electrical cable and conduit will be installed. The project assumes 150 runway edge light fixtures will be removed and replaced with LED technology. Additionally, approximately 3,000 cubic yards of asphalt concrete will be removed at Taxiway A4. Taxiway A4 will be realigned between the primary and secondary runways and constructed at an area of 3,000 square yards composed of 17-inch AC, 6-inch PCC and 6inch aggregate. Approximately 4 airfield sign fixtures and panels along with 1,000 linear feet of electrical cabling and PVC conduit will be installed. Also, approximately 22,000 square yards of pavement at a depth of 7" inches and 15,000 square yards at a depth of 4" on Taxiway Z will be rehabilitated. The existing four box Precision Approach Path Indicator (PAPI) system will be retrofitted with LED technology and placed on a separate circuit. The project assumes 7,000 linear feet of electrical cabling and conduits will be purchased and installed. Additional work items include, barricades, purchase and installation of an Approach Lighting System with Flashing lights (ALSF)-2 approach lighting system, excavation, grooving, conduit replacement, a supplemental lighted wind cone and an assumed 100 feet of electrical line and PVC conduit, trenching and backfill, 100,000 square feet of white and 12,000 square feet of yellow airfield paint markings and seeding.

## 1. PROJECT SCOPE

Runway 14R-32L Rehabilitation - This project will rehabilitate Runway 14R-32L. The project will be completed in two phases, the first phase being planning and the second phase being construction. The project includes a geotechnical investigation using destructive and nondestructive testing for the entire airport. Phase I geotechnical investigation cost will be included as part of the Runway 14R-32L rehabilitation and lighting project. The second phase will rehabilitate approximately 250,000 square yards of asphalt pavement on Runway 14L- 32R and its connecting taxiways. The project assumes 7" of the existing asphalt will be milled and replaced. It is assumed that 15% of the project area will require sub-base reconstruction if necessary. Approximately 50 centerline Light Emitting Diode (LED) in-pavement light fixture and 10,000 feet of electrical cable and conduit will be installed. The project assumes 150 runway edge light fixtures will be removed and replaced with LED technology. Additionally, approximately 3,000 cubic yards of asphalt concrete will be removed at Taxiway A4. Taxiway A4 will be realigned between the primary and secondary runways and constructed at an area of 3,000 square yards composed of 17-inch AC, 6-inch PCC and 6inch aggregate. Approximately 4 airfield sign fixtures and panels along with 1,000 linear feet of electrical cabling and PVC conduit will be installed. Also, approximately 22,000 square yards of pavement at a depth of 7" inches and 15,000 square yards at a depth of 4" on Taxiway Z will be rehabilitated. The existing four box Precision Approach Path Indicator (PAPI) system will be retrofitted with LED technology and placed on a separate circuit. The project assumes 7,000 linear feet of electrical cabling and conduits will be purchased and installed. Additional work items include, barricades, purchase and installation of an Approach Lighting System with Flashing lights (ALSF)-2 approach lighting system, excavation, grooving, conduit replacement, a supplemental lighted wind cone and an assumed 100 feet of electrical line and PVC conduit, trenching and backfill, 100,000 square feet of white and 12,000 square feet of yellow airfield paint markings and seeding.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Runway 14R-32L at King County Interntional Airport is the primary runway, which provides The Boeing Company and other major tenants the flexibility to operate large and heavy aircraft in and out of the Airport. The runway surface is constructed with asphalt which requires periodic maintenance to seal cracks and rejuvenate the surface. This runway is the only runway that accommodates large, heavy aircraft and consequently it experiences significant use and wear causing the pavement to deteriorate over time. The last major maintenance on the runway was performed in 2006. Since that time, the runway has slowly deteriorated and now needs rehabilitation, in order to preserve the pavement.

**NARRATIVES** AD RUNWAY 14L-32R REHAB 1135085

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

KCIA is planning to rehabilitate runway 14L-32R in 2024. The 2018 weighted Pavement Condition Index (PCI) of the runway is 61 (actual PCIs ranging from 49 to 66). A PCI of 61 is below the critical PCI value (65) for an Asphalt Concrete (AC) Runway. The $510 thousand in requested appropriation will support the preliminary design (planning) of this project. Projected spending includes fully Airport force account salary/benefits, design engineering, project management, and project contingency. The budget requested is necessary in order to cover total project costs through 2022; budget authority is needed in order to sign vendor contracts and move forward with implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

DPER permits for grading.

## 11. ART ELIGIBILITY

Airside infrastructure not visible to public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The Airport will use debris removal

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

# Capital Appropriation Proposal



## AD FUEL FARM ENVIRONMENTAL REMEDIATION (AD FUEL FARM ENVIRO REMEDTN) 1135087

Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/15/2020 |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 06/01/20 - 12/31/22 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $2,630,000 | $0 | $0 | $2,630,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,630,000** | **$0** | **$0** | **$2,630,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,630,000 | $0 | $0 | $2,630,000 |
| **Total Revenue** | **$2,630,000** | **$0** | **$0** | **$2,630,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** AD FUEL FARM ENVIRO REMEDTN 1135087

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $123,600 | $0 | $0 | $123,600 |
| 4 Implementation | $0 | $0 | $2,505,789 | $0 | $0 | $2,505,789 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,629,389** | **$0** | **$0** | **$2,629,389** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $123,600 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,505,789 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,629,389** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $123,600 | ($123,600) |
| 4 Implementation | $0 | $2,630,000 | $2,505,789 | $124,211 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,630,000** | **$2,629,389** | **$611** |

**NARRATIVES** AD FUEL FARM ENVIRO REMEDTN 1135087

## Current Scope

Fuel Farm Environmental Remediation - This project is to conduct a site investigation, soil sampling and potential environmental remediation cleanup at the North Fuel Farm upon the end of Shultz Distributing's long-term lease.

## 1. PROJECT SCOPE

Fuel Farm Environmental Remediation - This project is to conduct a site investigation, soil sampling and potential environmental remediation cleanup at the North Fuel Farm upon the end of Shultz Distributing's long-term lease.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** AD FUEL FARM ENVIRO REMEDTN 1135087

## 3. PROJECT JUSTIFICATION

The fuel farm has underground fuel storage tanks that need to be monitored for leaks and cleanup from the former tenant's business activities.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The $2.6 million in requested appropriation will support the final design, implementation, acquisition, and close-out phases of this project. Projected spending includes Airport force account salary/benefits, permitting, design engineering, project management, construction materials, land acquisition, and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in 2022; budget authority is needed in order to sign vendor contracts and move forward with implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Environmental cleanup project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** AD FUEL FARM ENVIRO REMEDTN 1135087

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD AIRFIELD ELECTRICAL SYSTEM UPGRADES (AD AIRFIELD ELECTRICAL UPGRDES) 1137242

Master Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | AD AIRFIELD ELECTRICAL UPGRDES |
| **Substantial Completion** | 12/07/2018 |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,250,000 | $2,796,509 | $2,300,000 | $0 | $6,346,509 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,250,000** | **$2,796,509** | **$2,300,000** | **$0** | **$6,346,509** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,796,509 | $2,300,000 | $0 | $5,096,509 |
| **Total Revenue** | **$2,796,509** | **$2,300,000** | **$0** | **$5,096,509** |

### EXPENSE AD AIRFIELD ELECTRICAL UPGRDES 1137242

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $365 | $0 | $0 | $0 | $0 | $365 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $119,965 | $57,726 | $0 | $0 | $0 | $177,691 |
| **4 Implementation** | $1,141 | $1,352,104 | $2,796,509 | $2,300,000 | $0 | $6,449,754 |
| **5 Closeout** | $0 | $20,279 | $0 | $0 | $0 | $20,279 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$121,472** | **$1,430,109** | **$2,796,509** | **$2,300,000** | **$0** | **$6,648,090** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $365 | $23,167 | $0 | $365 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $177,691 | $187,934 | $0 | $177,691 |
| 4 Implementation | $0 | $6,449,755 | $683,138 | $1,250,000 | $1,353,245 |
| 5 Closeout | $0 | $20,279 | $0 | $0 | $20,279 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,648,090** | **$894,239** | **$1,250,000** | **$1,551,580** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($365) | $0 | $0 | ($365) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | ($177,691) | $0 | $0 | ($177,691) |
| 4 Implementation | ($103,245) | $2,796,509 | $2,796,509 | ($103,245) |
| 5 Closeout | ($20,279) | $0 | $0 | ($20,279) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($301,580)** | **$2,796,509** | **$2,796,509** | **($301,580)** |

## NARRATIVES

AD AIRFIELD ELECTRICAL UPGRDES 1137242

### Current Scope

Airfield Electrical Upgrades - This project will install in-pavement runway guard lights at Taxiway B5 and B10, which will tie into the existing electrical circuitry. This project assumes that approximately 75 LED runway guard lights will be purchased and installed. The installation of the runway guard lights will require portions of the airfield to be closed, requiring a phased approach to minimize operational impacts during construction. Additionally, the project will purchase one 15kW constant current regulator (CCR). Lastly, an Airfield Lighting Control and Monitoring System (ALCMS) will be purchased and installed. The ALCMS will consist of a main transformer core for switchgear4KW CCR 60HZ, circuit breaker, cable for RS-485 at an assumed length of 200 feet, 1 CLA IP66 3U enclosure, shielded cable at an assumed length of 50 feet, L830-7 transformer, 17 Continuous Logitrac Device (CLD) dual lamps and one CLD programmer. Work items will include barricades, approximately 6,375 linear feet of asphalt cutting and removal, excavation, trenching, conduit and cable installation, in-pavement light cans, Light Emitting Diode (LED) lights, asphalt placement, soil backfill, and reseeding.

### 1. PROJECT SCOPE

Airfield Electrical Upgrades - This project will install in-pavement runway guard lights at Taxiway B5 and B10, which will tie into the existing electrical circuitry. This project assumes that approximately 75 LED runway guard lights will be purchased and installed. The installation of the runway guard lights will require portions of the airfield to be closed, requiring a phased approach to minimize operational impacts during construction. Additionally, the project will purchase one 15kW constant current regulator (CCR). Lastly, an Airfield Lighting Control and Monitoring System (ALCMS) will be purchased and installed. The ALCMS will consist of a main transformer core for switchgear4KW CCR 60HZ, circuit breaker, cable for RS-485 at an assumed length of 200 feet, 1 CLA IP66 3U enclosure, shielded cable at an assumed length of 50 feet, L830-7 transformer, 17 Continuous Logitrac Device (CLD) dual lamps and one CLD programmer. Work items will include barricades, approximately 6,375 linear feet of asphalt cutting and removal, excavation, trenching, conduit and cable installation, in-pavement light cans, Light Emitting Diode (LED) lights, asphalt placement, soil backfill, and reseeding.

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** AD AIRFIELD ELECTRICAL UPGRDES 1137242

## 3. PROJECT JUSTIFICATION

The existing airport electrical system consists of a combination of various service lines that were installed incrementally as King County Airport has grown. Many electrical components are old, have reached their useful life and need to be replaced. The electrical circuits for the runways, Taxiway B and the runway guard lights are demonstrating signs of failure and need to be replaced to ensure long-term functionality of the airfield electrical lighting and signage system.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The $2.8 million in requested appropriation will support the final design, implementation, acquisition, and close-out phases of this project. Projected spending includes fully burdened staff time, construction materials, land acquisition, and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in 2023; budget authority is needed in order to sign vendor contracts and move forward with implementation. Total project cost (Estimate at Completion) has increased by 260% from the previous budget request in 2019-2020 with supplemental, largely due to increases in identified electrical infrastructure that requires replacement. Precious budget requests did not include a 15kW constant current regulator (CCR) an Airfield Lighting Control and Monitoring System (ALCMS), switchgear 4KW CCR 60HZ, circuit breakers, cabling for RS-485 at an assumed length of 200 feet, L830-7 transformer, 17 Continuous Logitrac Device (CLD) dual lamps and one CLD programmer.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

This is an additional appropriation request for an existing program.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Non-public-facing airfield infrastructure program.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Installing LED airfield lighting, wiring, and energy-efficient transformer boxes to reduce greenhouse gas emissions.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

This project received $500,000 of emergent need funding reported in Q2 2020. This budget adjustment was loaded in Aug 2020 and is not reflected in this life-to-date budget.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** AD AIRFIELD ELECTRICAL UPGRDES 1137242

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD AIRPORT ASSET MANAGEMENT PROGRAM (AD ASSET MANAGEMENT PROGRAM) 1138851

Master Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | AD ASSET MANAGEMENT PROGRAM |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $787,000 | $800,000 | $600,000 | $2,187,000 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$787,000** | **$800,000** | **$600,000** | **$2,187,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $787,000 | $800,000 | $600,000 | $2,187,000 |
| **Total Revenue** | **$787,000** | **$800,000** | **$600,000** | **$2,187,000** |

### EXPENSE AD ASSET MANAGEMENT PROGRAM 1138851

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $786,508 | $800,000 | $600,000 | $2,186,508 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$786,508** | **$800,000** | **$600,000** | **$2,186,508** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,186,508 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,186,508** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $787,000 | $0 | $787,000 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $786,508 | ($786,508) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$787,000** | **$786,508** | **$492** |

## NARRATIVES

AD ASSET MANAGEMENT PROGRAM 1138851

### Current Scope

Asset Management Program - This new program will develop a comprehensive Airport Asset Management Plan that is aligned with the Airport Strategic Plan, Capital Improvement Program (CIP), and Airport Master Plan. The plan components include: Pavements– Airfield and Landside Utilities – Electrical, Water, Stormwater, Sanitary Sewer, and Fiber/Telecommunications Facilities - Building, Painting, Signs, and Markings Security – Fences, Gates, and Access Control. The objectives of the Asset Management Plan are to: Provide robust utilities and facilities with the capacity and redundancy to serve the existing facilities, current CIP projects and proposed airport development projects Maintain accurate real time information (capacity, condition, location, etc.) for all underground utilities information in our Airport Asset Management system so that the Airport has a clear and confident understanding of existing utilities and facilities.

### 1. PROJECT SCOPE

Asset Management Program - This new program will develop a comprehensive Airport Asset Management Plan that is aligned with the Airport Strategic Plan, Capital Improvement Program (CIP), and Airport Master Plan. The plan components include: Pavements– Airfield and Landside Utilities – Electrical, Water, Stormwater, Sanitary Sewer, and Fiber/Telecommunications Facilities - Building, Painting, Signs, and Markings Security – Fences, Gates, and Access Control. The objectives of the Asset Management Plan are to: Provide robust utilities and facilities with the capacity and redundancy to serve the existing facilities, current CIP projects and proposed airport development projects Maintain accurate real time information (capacity, condition, location, etc.) for all underground utilities information in our Airport Asset Management system so that the Airport has a clear and confident understanding of existing utilities and facilities.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

As the airport increases airlines' usage of the Terminal Building, implements it life-cycle Infrastructure Replacement Plan, and to increase its capacity to Deliver Excellent Service to its customers, an Asset Management System will serve as a central repository of data for assessing future capital program needs.

**NARRATIVES** AD ASSET MANAGEMENT PROGRAM 1138851

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The $787 thousand in requested appropriation will support the final design, implementation, and acquisition phases of this new program for the 2021-2022 biennium. The comprehensive Airport Asset Management Program will establish a strategic approach and methodology to guide the development and maintenance of Airport infrastructure. Projected spending includes Airport force account salary/benefits, project management, software design, and project contingency. The budget requested is necessary in order to cover total program costs through 2022; budget authority is needed in order to sign vendor contracts and move forward with implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

This a new Airport program for the 2021-2022 biennium.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Airport non-construction programmatic project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

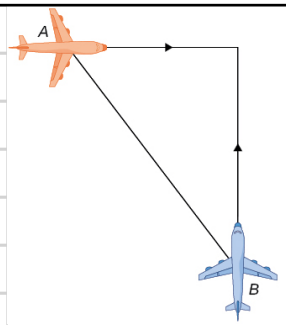
# Capital Appropriation Proposal

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD AIRFLD GEOMETRY/SAFETY MODS 1138853

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |




### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $1,118,000 | $0 | $1,118,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,118,000** | **$0** | **$1,118,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,118,000 | $0 | $1,118,000 |
| **Total Revenue** | **$0** | **$1,118,000** | **$0** | **$1,118,000** |

### EXPENSE AD AIRFLD GEOMETRY/SAFETY MODS 1138853

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $273,182 | $0 | $273,182 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $844,132 | $0 | $844,132 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,117,314** | **$0** | **$1,117,314** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $273,182 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $844,132 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,117,314** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

AD AIRFLD GEOMETRY/SAFETY MODS 1138853

### Current Scope

Airfield Geometry/Safety Modifications - This project will design and construct various alterations to the airfield system to correct nonconforming dimensional clearance deficiencies to meet current FAA design standards. The project will incorporate the recommended actions to correct nonstandard airfield design that will be identified in the Airfield Safety and Standards Evaluation Planning Study. Once the study has been completed this project description will be updated to include the task items associated with this project

### 1. PROJECT SCOPE

Airfield Geometry/Safety Modifications - This project will design and construct various alterations to the airfield system to correct nonconforming dimensional clearance deficiencies to meet current FAA design standards. The project will incorporate the recommended actions to correct nonstandard airfield design that will be identified in the Airfield Safety and Standards Evaluation Planning Study. Once the study has been completed this project description will be updated to include the task items associated with this project

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Boeing Field is a land constrained airport that has limited area in which it can provide requested facilities and services. The Airport has been developed over time since 1928 to meet aircraft design and dimension requirements based on outdated obsolete Federal Aviation Administration (FAA) regulatory requirements. Facilities that once met FAA design standards no longer meet the standards required for modern, larger aircraft. As aircraft wingspan and maximum gross landed weight has increased, modification of standards were adopted to allow larger aircraft to operate at the Airport. The FAA recently revised its policies and Modifications of Standards currently must be re-evaluated and re-issued every five years. It is expected that some Modifications of Standards will not be re-issued and infrastructure changes will be mandated.

# Capital Appropriation Proposal



**NARRATIVES** AD AIRFLD GEOMETRY/SAFETY MODS 1138853

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

There is no budget appropriation request in the 2021-2022 budget submittal. This CAP form is only to quantify the CIP FinPlan 2023-2026 outyear spending forecast and show the need for budget in 2023.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD TAXIWAY BRAVO TOFA SAFETY CORRECTIONS (AD TAXIWAY B TOFA SAFTY CORR) 1139512

Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $5,054,000 | $0 | $0 | $5,054,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$5,054,000** | **$0** | **$0** | **$5,054,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $5,054,000 | $0 | $0 | $5,054,000 |
| **Total Revenue** | **$5,054,000** | **$0** | **$0** | **$5,054,000** |

### EXPENSE AD TAXIWAY B TOFA SAFTY CORR 1139512

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $4,703,355 | $350,000 | $0 | $5,053,355 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$4,703,355** | **$350,000** | **$0** | **$5,053,355** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,053,355 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,053,355** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,054,000 | $4,703,355 | $350,645 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,054,000** | **$4,703,355** | **$350,645** |

## NARRATIVES

AD TAXIWAY B TOFA SAFTY CORR 1139512

### Current Scope

Taxiway B Taxiway Object Free Area Safety Correction - This project will design and construct a solution to realign the vehicle service road, adjacent to Taxiway B, outside of the taxiway object free area (TOFA). The project includes relocation of existing electrical transformers, relocation of existing fences and cable carriers, asphalt pavement, reconstructing manholes and catch basins, relocating a Boeing pump station and installation of roadway signs. In addition, surface painted movement area boundary lines will be removed and set to the correct distance. This project will incorporate the analysis performed as part of the preliminary planning study into the design. Additionally, this project will install approximately 20 in-pavement runway guard lights to support future operations at Taxiway B1. Lastly, this project will paint an intermediate hold marking for Group V aircraft approximately 250 feet south of Taxiway B1. This project assumes the connector between Taxiway B1 and B10 will be regraded and paved in the amount of 11,045 square yards. Work items will include lease survey, barricades, 1,260 square yards of asphalt removal, excavation, trenching, conduits, cable installation, in pavement light cans, LED lights, soil backfill, and reseeding. In addition, this project assumes environmental coordination is needed in order to obtain all local, state and federal permits that are required for this project. A categorical exclusion (CATEX) will be performed in accordance with FAA Order 5050.4 and state environmental policy act (SEPA) documentation will be prepared and submitted to the Department of Ecology for the State of Washington.

# Capital Appropriation Proposal



**NARRATIVES** AD TAXIWAY B TOFA SAFTY CORR 1139512

## 1. PROJECT SCOPE

Taxiway B Taxiway Object Free Area Safety Correction - This project will design and construct a solution to realign the vehicle service road, adjacent to Taxiway B, outside of the taxiway object free area (TOFA). The project includes relocation of existing electrical transformers, relocation of existing fences and cable carriers, asphalt pavement, reconstructing manholes and catch basins, relocating a Boeing pump station and installation of roadway signs. In addition, surface painted movement area boundary lines will be removed and set to the correct distance. This project will incorporate the analysis performed as part of the preliminary planning study into the design. Additionally, this project will install approximately 20 in-pavement runway guard lights to support future operations at Taxiway B1. Lastly, this project will paint an intermediate hold marking for Group V aircraft approximately 250 feet south of Taxiway B1. This project assumes the connector between Taxiway B1 and B10 will be regraded and paved in the amount of 11,045 square yards. Work items will include lease survey, barricades, 1,260 square yards of asphalt removal, excavation, trenching, conduits, cable installation, in pavement light cans, LED lights, soil backfill, and reseeding. In addition, this project assumes environmental coordination is needed in order to obtain all local, state and federal permits that are required for this project. A categorical exclusion (CATEX) will be performed in accordance with FAA Order 5050.4 and state environmental policy act (SEPA) documentation will be prepared and submitted to the Department of Ecology for the State of Washington.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The existing movement area boundary lines and vehicle service road adjacent to Taxiway B have been determined to penetrate the taxiway object free area (TOFA). Objects penetrating the TOFA can cause unsafe conditions on the airfield. A solution to address the safety issues of the current location of the movement area boundary lines and vehicle service road is needed. Additionally, Taxiway B1 has been identified by the FAA as a hot spot. The airport is land constrained and large airfield geometry modification would require a significant capital investment. In-pavement runway guard lights are needed to enhance situational awareness for pilots and alert them to the runway environment.

## 4. PROJECT BENEFITS/OUTCOMES

This project will enhance landed aircraft taxiing safety when exiting the runway to taxiways via airfield connector pavement.

## 5. BUDGET REQUEST BASIS

KCIA is planning to address several areas around the airfield that do not comply with FAA Part 139 Safety requirements. The $5.05 million in requested appropriation will support the final design, implementation, acquisition, and close-out phases of this project. Projected spending includes Airport force account salary/benefits, design engineering, permitting, project management, construction materials, and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in 2023; budget authority is needed in order to sign vendor contracts and move forward with implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

The project is a new project in the 2021-2022 biennium.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

# Capital Appropriation Proposal



**NARRATIVES** AD TAXIWAY B TOFA SAFTY CORR 1139512

## 11. ART ELIGIBILITY

Non-public-facing airside infrastructure project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD FORGE SITE CONNECTION DEVELOPMENT TO TAXIWAY BRAVO (AD FORGE SITE CONNECTION) 1139514

Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $80,000 | $8,341,000 | $0 | $8,421,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$80,000** | **$8,341,000** | **$0** | **$8,421,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $80,000 | $8,341,000 | $0 | $8,421,000 |
| **Total Revenue** | **$80,000** | **$8,341,000** | **$0** | **$8,421,000** |

### EXPENSE AD FORGE SITE CONNECTION 1139514

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $79,564 | $8,341,000 | $0 | $8,420,564 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$79,564** | **$8,341,000** | **$0** | **$8,420,564** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $8,420,564 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,420,564** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $80,000 | $79,564 | $436 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$80,000** | **$79,564** | **$436** |

## NARRATIVES

AD FORGE SITE CONNECTION 1139514

### Current Scope

Forge Site Connection - This project will plan, design and construct a taxi lane connecting the former Jorgensen Forge Site to Taxiway B. The planning effort will identify and examine alternatives for providing airfield access across East Marginal Way. In addition, the planning effort will consist of stakeholder coordination and developing ROM cost estimates. At the conclusion of the planning study a preferred alternative will be identified and incorporated into the engineer's design. The taxi lane will be designed and constructed to accommodate a Boeing 767 aircraft. The assumed pavement composition is 15 inches of AC with a 6 inch base. The length of the taxi lane is anticipated to be 550 feet and will include purchasing and installing approximately 10 elevated and 20 in-pavement LED light fixtures. The construction efforts related to this project are assumed to include the demolition of two T-hangars. Two, six circuit115 kV overhead high voltage lines at a total linear length of 1,400 feet will be encased in PVC duct banks. The project assumes no high pressure gas or fiber optic lines will be removed or hardened. The project assumes the removal of 400 linear feet of 10 inch, 200 linear feet of 8 inch, 500 linear feet of 6 inch stormwater lines. Approximately 1,000 linear feet of 10-inch stormwater pipe will be purchased and installed. Ten catch basins and1,400 linear feet of sanitary sewer will be hardened. Two rolling gates at a width of 260 feet will be purchased and installed to maintain AOA security when the taxi lane is not in use. Additionally, the project will install overhead traffic lights and cross bars to separate vehicular traffic and aircraft movements. This project will also relocate a public art sculpture to another location on airport property. Additional work items include, 500 feet of temporary fencing, barricades, excavation, new cable installation, trenching and backfill, paint markings and seeding. Once the planning study has been completed this project description will be updated to refine work items associated with this project. Project cost does not include redeveloping the Forge Site which might include additional apron and buildings.

# Capital Appropriation Proposal



**NARRATIVES** AD FORGE SITE CONNECTION 1139514

## 1. PROJECT SCOPE

Forge Site Connection - This project will plan, design and construct a taxi lane connecting the former Jorgensen Forge Site to Taxiway B. The planning effort will identify and examine alternatives for providing airfield access across East Marginal Way. In addition, the planning effort will consist of stakeholder coordination and developing ROM cost estimates. At the conclusion of the planning study a preferred alternative will be identified and incorporated into the engineer's design. The taxi lane will be designed and constructed to accommodate a Boeing 767 aircraft. The assumed pavement composition is 15 inches of AC with a 6 inch base. The length of the taxi lane is anticipated to be 550 feet and will include purchasing and installing approximately 10 elevated and 20 in-pavement LED light fixtures. The construction efforts related to this project are assumed to include the demolition of two T-hangars. Two, six circuit115 kV overhead high voltage lines at a total linear length of 1,400 feet will be encased in PVC duct banks. The project assumes no high pressure gas or fiber optic lines will be removed or hardened. The project assumes the removal of 400 linear feet of 10 inch, 200 linear feet of 8 inch, 500 linear feet of 6 inch stormwater lines. Approximately 1,000 linear feet of 10-inch stormwater pipe will be purchased and installed. Ten catch basins and1,400 linear feet of sanitary sewer will be hardened. Two rolling gates at a width of 260 feet will be purchased and installed to maintain AOA security when the taxi lane is not in use. Additionally, the project will install overhead traffic lights and cross bars to separate vehicular traffic and aircraft movements. This project will also relocate a public art sculpture to another location on airport property. Additional work items include,500 feet of temporary fencing, barricades, excavation, new cable installation, trenching and backfill, paint markings and seeding. Once the planning study has been completed this project description will be updated to refine work items associated with this project. Project cost does not include redeveloping the Forge Site which might include additional apron and buildings.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The future development of King County International Airport is constrained by limited property ownership and the local development surrounding the Airport. In order to meet the future needs of King County, and to allow for long term facility requirements, the Airport needs to design and construct a taxilane connecting the Forge Site to Taxiway B. The construction of this taxilane would increase the value of the airport and provide access for a potential tenant to the airfield.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

KCIA is in negotiations to purchase the former Jorgensen Forge site across East Marginal Way. The$80,000 in requested appropriation will support the preliminary design phase of this project. Projected spending includes Airport force account salary/benefits, design engineering, permitting, project management, and project contingency. The budget requested is necessary in order to cover total project costs through 2022; budget authority is needed in order to sign vendor contracts and move forward with implementation. If for some reason the negotiations and/or Council approval to acquire this property fall-through, KCIA will request to disappropriate these funds in the2021-2022 biennium.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

This is a new project for the 2021-2022 biennium.

## 9. ALTERNATIVES ANALYSIS

# Capital Appropriation Proposal



**NARRATIVES** AD FORGE SITE CONNECTION 1139514

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Non-public facing airside construction project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD SHULTZ FUEL FARM DECOMMISIONING (AD SHULTZ FUEL FARM DECOMMISN) 1139516

Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $70,000 | $0 | $0 | $70,000 |
| **4 Implementation** | $0 | $892,000 | $0 | $0 | $892,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$962,000** | **$0** | **$0** | **$962,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $962,000 | $0 | $0 | $962,000 |
| **Total Revenue** | **$962,000** | **$0** | **$0** | **$962,000** |

### EXPENSE AD SHULTZ FUEL FARM DECOMMISN 1139516

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $70,000 | $0 | $0 | $70,000 |
| **4 Implementation** | $0 | $0 | $891,156 | $0 | $0 | $891,156 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$961,156** | **$0** | **$0** | **$961,156** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $70,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $891,156 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$961,156** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $70,000 | $70,000 | $0 |
| 4 Implementation | $0 | $892,000 | $891,156 | $844 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$962,000** | **$961,156** | **$844** |

## NARRATIVES

AD SHULTZ FUEL FARM DECOMMISN 1139516

### Current Scope

Shultz Fuel Farm Decommission - This project will excavate and remove ten (10), 10,000 gallon below ground fuel tanks and all associated piping. The project assumes that 35,000 cubic feet, comprised of 4” asphalt and 56” soil section, will be excavated to expose the fuel tanks. The ten fuel tanks and contaminated soil will be taken off site and disposed as a hazardous material. Additionally, the shed used to monitor fuel and containment levels will be demolished. The project assumes five high mast lights and associated electrical components will be removed. The project cost provides an allowance of 200 feet of 12-inch concrete stormwater pipe for drainage improvements to be constructed. Approximately 300 feet of existing security fence and one 30-foot wide rolling gate will be removed and reinstalled. During reinstall thirty (30), 12-foot galvanized steel posts will be purchased and installed to support the fence. The project assumes 300 linear feet of temporary fencing will be purchased and installed. No additional fencing is anticipated. New granular fill will be imported, backfilled and compacted.

### 1. PROJECT SCOPE

Shultz Fuel Farm Decommission - This project will excavate and remove ten (10), 10,000 gallon below ground fuel tanks and all associated piping. The project assumes that 35,000 cubic feet, comprised of 4” asphalt and 56” soil section, will be excavated to expose the fuel tanks. The ten fuel tanks and contaminated soil will be taken off site and disposed as a hazardous material. Additionally, the shed used to monitor fuel and containment levels will be demolished. The project assumes five high mast lights and associated electrical components will be removed. The project cost provides an allowance of 200 feet of 12-inch concrete stormwater pipe for drainage improvements to be constructed. Approximately 300 feet of existing security fence and one 30-foot wide rolling gate will be removed and reinstalled. During reinstall thirty (30), 12-foot galvanized steel posts will be purchased and installed to support the fence. The project assumes 300 linear feet of temporary fencing will be purchased and installed. No additional fencing is anticipated. New granular fill will be imported, backfilled and compacted.

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** AD SHULTZ FUEL FARM DECOMMISN 1139516

## 3. PROJECT JUSTIFICATION

King County International Airport / Boeing Field is preparing to mitigate contaminated soil under the existing fuel farm facility and relocate the function to a more optimal location on the airfield. Prior to mitigating the site of hazardous materials, the site needs to be prepared and fuel tanks need to be disposed.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The $962,000 in requested appropriation will support the final design, implementation, acquisition, and close-out phases of this project. Projected spending includes Airport force account salary/benefits, design engineering, permitting, project management, construction materials, and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in 2022; budget authority is needed in order to sign vendor contracts and move forward with implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

# Capital Appropriation Proposal



**NARRATIVES** AD SHULTZ FUEL FARM DECOMMISN 1139516

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD KCIA CLIMATE ACTION PLAN 1139534

Master Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | AD KCIA CLIMATE ACTION PLAN |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $649,000 | $300,000 | $125,000 | $1,074,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$649,000** | **$300,000** | **$125,000** | **$1,074,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $649,000 | $300,000 | $125,000 | $1,074,000 |
| **Total Revenue** | **$649,000** | **$300,000** | **$125,000** | **$1,074,000** |

### EXPENSE AD KCIA CLIMATE ACTION PLAN 1139534

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $648,730 | $300,000 | $125,000 | $1,073,730 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$648,730** | **$300,000** | **$125,000** | **$1,073,730** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,073,730 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,073,730** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $649,000 | $648,730 | $270 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$649,000** | **$648,730** | **$270** |

## NARRATIVES

AD KCIA CLIMATE ACTION PLAN 1139534

### Current Scope

Climate Action Plan - King County International Airport (KCIA) will be performing projects as part of this new Climate Action Plan program. It is aligned with the county's Strategic Climate Action Plan (SCAP) and targets. The County's SCAP is implementing programs and projects to reduce greenhouse gas emissions, reduce energy consumption, prepare for future climate impacts, and ensure sustainability and community resilience. Current KCIA projects planned under the program include airport carbon accreditation process, climate preparedness studies/investigations, establishing metrics, and incorporating an Equity and Social Justice lens into capital projects and programs using the Equity Impact Review Tool combined with tenant and community outreach.

### 1. PROJECT SCOPE

Climate Action Plan - King County International Airport (KCIA) will be performing projects as part of this new Climate Action Plan program. It is aligned with the county's Strategic Climate Action Plan (SCAP) and targets. The County's SCAP is implementing programs and projects to reduce greenhouse gas emissions, reduce energy consumption, prepare for future climate impacts, and ensure sustainability and community resilience. Current KCIA projects planned under the program include airport carbon accreditation process, climate preparedness studies/investigations, establishing metrics, and incorporating an Equity and Social Justice lens into capital projects and programs using the Equity Impact Review Tool combined with tenant and community outreach.

### 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** AD KCIA CLIMATE ACTION PLAN 1139534

## 3. PROJECT JUSTIFICATION

The execution of Climate Action Plan projects will lead to improve reliability, resiliency, and efficiency to the stormwater system. The primary goal of this Action Plan is to increase, enhance, and improve the recovery of KCIA's resources.

Planning projects will improve the survivability and operability of core assets against natural disasters, climate change, or those aspects of the system that are crucial to the operation and/or management of flow. This includes both the conveyance system and the infrastructure and supporting operational facilities and asset systems. Projects in this category primarily mitigate the impacts of acute natural hazards (seismic, extreme weather, flooding, landslides, and tsunami risk) and climate change (primarily sea level rise and saltwater intrusion) on core KCIA assets.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The $649 thousand in requested appropriation will support the final design, implementation, and acquisition phases of this program for the 2021-2022 biennium. Projected spending includes Airport force account salary/benefits, consulting engineering, Green Scorecard implementation, project management, and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in 2023; budget authority is needed in order to sign vendor contracts and move forward with implementation. Total project cost (Estimate at Completion) has increased by10% from the previous budget request in 2019-2020, largely due to increases in land acquisition costs."

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** AD KCIA CLIMATE ACTION PLAN 1139534

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD AIRPORT STORMWATER PROGRAM 1139536

Master Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | AD AIRPORT STORMWATER PROGRAM |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $8,015,000 | $5,950,000 | $450,000 | $14,415,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$8,015,000** | **$5,950,000** | **$450,000** | **$14,415,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $8,015,000 | $5,950,000 | $450,000 | $14,415,000 |
| **Total Revenue** | **$8,015,000** | **$5,950,000** | **$450,000** | **$14,415,000** |

### EXPENSE AD AIRPORT STORMWATER PROGRAM 1139536

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $8,014,978 | $5,950,000 | $450,000 | $14,414,978 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$8,014,978** | **$5,950,000** | **$450,000** | **$14,414,978** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $14,414,978 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$14,414,978** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $8,015,000 | $8,014,978 | $22 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,015,000** | **$8,014,978** | **$22** |

## NARRATIVES

AD AIRPORT STORMWATER PROGRAM 1139536

### Current Scope

Airport Stormwater Program - King County International Airport (KCIA) initiated its stormwater program in2015 when it conducted the cleaning and video inspection of its stormwater lines. The effort was performed in 3 phases and ended in 2017. In 2017, a stormwater lines assessment was conducted to assess damaged pipes at the east and central portions of the airport and prioritize them for repairs. In 2018, stormwater repairs (phase I) was implemented based on the 2017 stormwater lines assessment. In addition, a stormwater capacity study was completed to determine areas that are capacity constrained. Also, a stormwater lines assessment (phase II) was completed for stormwater lines on the western portion of the airport. In 2020, stormwater repairs (phase II) will be implemented. In addition, an Airport-wide stormwater facility and structure inspection will be conducted on the 563-acre site.

### 1. PROJECT SCOPE

Airport Stormwater Program - King County International Airport (KCIA) initiated its stormwater program in2015 when it conducted the cleaning and video inspection of its stormwater lines. The effort was performed in 3 phases and ended in 2017. In 2017, a stormwater lines assessment was conducted to assess damaged pipes at the east and central portions of the airport and prioritize them for repairs. In 2018, stormwater repairs (phase I) was implemented based on the 2017 stormwater lines assessment. In addition, a stormwater capacity study was completed to determine areas that are capacity constrained. Also, a stormwater lines assessment (phase II) was completed for stormwater lines on the western portion of the airport. In 2020, stormwater repairs (phase II) will be implemented. In addition, an Airport-wide stormwater facility and structure inspection will be conducted on the 563-acre site.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The purpose of the program will help to ensure that the stormwater system is functioning optimally and to maintain it in a more proactive, rather than reactive, manner. This will prevent flooding or further damage to stormwater system and pavements.

**NARRATIVES** AD AIRPORT STORMWATER PROGRAM 1139536

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The $8 million in requested appropriation will support the final design, implementation, acquisition, and close-out phases of this new program. Projected spending includes fully Airport force account salary/benefits, design engineering, permitting, project management, construction materials, and project contingency. The budget requested is necessary in order to cover total program costs through the2021-2022 biennium; budget authority is needed in order to sign vendor contracts and move forward with implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD TERMINAL DESIGN TSA CBP 1139538

Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $145,000 | $4,000,000 | $0 | $4,145,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$145,000** | **$4,000,000** | **$0** | **$4,145,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $145,000 | $4,000,000 | $0 | $4,145,000 |
| **Total Revenue** | **$145,000** | **$4,000,000** | **$0** | **$4,145,000** |

### EXPENSE AD TERMINAL DESIGN TSA CBP 1139538

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $434,000 | $3,711,000 | $4,145,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$434,000** | **$3,711,000** | **$4,145,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,145,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,145,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $145,000 | $0 | $145,000 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$145,000** | **$0** | **$145,000** |

## NARRATIVES

AD TERMINAL DESIGN TSA CBP 1139538

### Current Scope

Terminal Design Transportation Security Administration (TSA) and Customs and Border Protection (CBP) - This project includes the design and construction activities to expand the Terminal Building on the north end to accommodate TSA screening and two passengers hold rooms The project assumes the expansion will be 5,000 square feet made of brick. Column strength and spacing will be designed as a two story building, with the potential to add a second floor later. In addition, interior walls may require relocation and reconfiguration to consolidate secure and non-secure spaces. The expansion will be constructed to a height of 16 feet, with a green roof and four skylights, each at a dimension of three feet by three feet. Flooring for the expansion is assumed to be vinyl and all interior finishes will match existing ones in the Terminal. In addition, the project will relocate an existing fountain to another location at the Airport. It is anticipated this project will accommodate two TSA passenger screening lanes. The project cost assumes the purchase and installation of the millimeter wave scanners and other screening components will be the responsibility of TSA. Additionally, hold room fixtures are assumed to be purchased and installed by the air carrier. Additional work items include, removing 75 linear feet of perimeter security fence line and relocating an additional 135 linear feet along with a pedestrian gate. Utilities will be brought from the existing terminal building into the expanded area.

### 1. PROJECT SCOPE

Terminal Design Transportation Security Administration (TSA) and Customs and Border Protection (CBP) - This project includes the design and construction activities to expand the Terminal Building on the north end to accommodate TSA screening and two passengers hold rooms The project assumes the expansion will be 5,000 square feet made of brick. Column strength and spacing will be designed as a two story building, with the potential to add a second floor later. In addition, interior walls may require relocation and reconfiguration to consolidate secure and non-secure spaces. The expansion will be constructed to a height of 16 feet, with a green roof and four skylights, each at a dimension of three feet by three feet. Flooring for the expansion is assumed to be vinyl and all interior finishes will match existing ones in the Terminal. In addition, the project will relocate an existing fountain to another location at the Airport. It is anticipated this project will accommodate two TSA passenger screening lanes. The project cost assumes the purchase and installation of the millimeter wave scanners and other screening components will be the responsibility of TSA. Additionally, hold room fixtures are assumed to be purchased and installed by the air carrier. Additional work items include, removing 75 linear feet of perimeter security fence line and relocating an additional 135 linear feet along with a pedestrian gate. Utilities will be brought from the existing terminal building into the expanded area.

# Capital Appropriation Proposal



**NARRATIVES** AD TERMINAL DESIGN TSA CBP 1139538

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County International Airport / Boeing Field continues to experience increased growth from air carriers. One passenger airline is anticipated to change its operating certificate to a Part 121 operator. Airlines that operator under this certification require formal TSA screening of its permanent passengers and crew prior to boarding the aircraft. The anticipated enplanement level warrants KCIA staff to plan on accommodating a permit TSA screening area. This project would allow the Airport to comply with federal aviation requirements and ensure the safety of the national airspace system. Additionally, providing adequate holdroom space will maintain the level of service of a world class airport.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The $146,000 in requested appropriation will support the preliminary design phase of this project. Projected spending includes Airport force account salary/benefits, design engineering, permitting, project management, and project contingency. The budget requested is necessary in order to cover total project costs through the 2021-2022 biennium; budget authority is needed in order to sign vendor contracts and move forward with implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** AD TERMINAL DESIGN TSA CBP 1139538

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

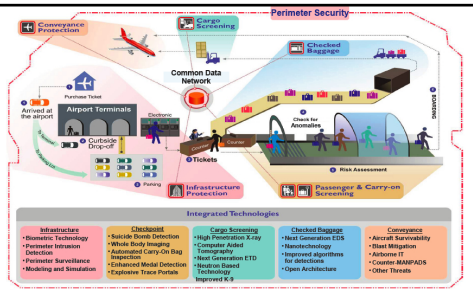
# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD AIRPORT TECHNOLOGY INFRASTRUCTURE (AD AIRPORT TECH INFRASTRUCTURE) 1139545

Master Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | AD AIRPORT TECH INFRASTRUCTURE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |




### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $1,162,382 | $1,056,000 | $0 | $2,218,382 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,162,382** | **$1,056,000** | **$0** | **$2,218,382** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,162,382 | $1,056,000 | $0 | $2,218,382 |
| **Total Revenue** | **$1,162,382** | **$1,056,000** | **$0** | **$2,218,382** |

### EXPENSE AD AIRPORT TECH INFRASTRUCTURE 1139545

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $1,162,382 | $1,056,000 | $0 | $2,218,382 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,162,382** | **$1,056,000** | **$0** | **$2,218,382** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,218,382 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,218,382** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,162,382 | $1,162,382 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,162,382** | **$1,162,382** | **$0** |

## NARRATIVES

AD AIRPORT TECH INFRASTRUCTURE 1139545

### Current Scope

Airport Technology Infrastructure - This new program will assess the current state of the Airport's fiber and telecommunication infrastructure and develop projects, work plans and standards to help the Airport address redundancy, connectivity, and security gaps. It will also include security infrastructure and equipment, such as access controls and security cameras. This program will include an airport video surveillance project, fiber duct bank ring project, as well as both a KCIA IT Master Plan for Airport software needs and an IT Infrastructure Plan for hardware, and infrastructure needs at the airport. This program will also include subsequent projects identified from those plans and a small contingency for emergent security projects.

### 1. PROJECT SCOPE

Airport Technology Infrastructure - This new program will assess the current state of the Airport's fiber and telecommunication infrastructure and develop projects, work plans and standards to help the Airport address redundancy, connectivity, and security gaps. It will also include security infrastructure and equipment, such as access controls and security cameras. This program will include an airport video surveillance project, fiber duct bank ring project, as well as both a KCIA IT Master Plan for Airport software needs and an IT Infrastructure Plan for hardware, and infrastructure needs at the airport. This program will also include subsequent projects identified from those plans and a small contingency for emergent security projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

As the Airport works towards its goal of becoming a World-Class Airport by 2030 we are assessing and addressing the needs and gaps in our infrastructure, technology, security and telecommunication systems to achieve that vision.

### 4. PROJECT BENEFITS/OUTCOMES

# Capital Appropriation Proposal



**NARRATIVES** AD AIRPORT TECH INFRASTRUCTURE 1139545

## 5. BUDGET REQUEST BASIS

The $1.2 million in requested appropriation will support the final design, implementation, and acquisition phases of this new program. Projected spending includes Airport force account salary/benefits, consulting software engineers, project management, KCIT interfund transfers, and project contingency. The budget requested is necessary in order to cover total project costs through the2021-2022 biennium; budget authority is needed in order to sign vendor contracts and move forward with implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD WATER AND SEWER MANAGEMENT SYSTEM (AD WATER AND SEWER MGT SYSTEM) 1139547

Master Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | AD WATER AND SEWER MGT SYSTEM |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $154,000 | $0 | $0 | $154,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$154,000** | **$0** | **$0** | **$154,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $154,000 | $0 | $0 | $154,000 |
| **Total Revenue** | **$154,000** | **$0** | **$0** | **$154,000** |

### EXPENSE AD WATER AND SEWER MGT SYSTEM 1139547

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $153,691 | $0 | $0 | $153,691 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$153,691** | **$0** | **$0** | **$153,691** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $153,691 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$153,691** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $154,000 | $153,691 | $309 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$154,000** | **$153,691** | **$309** |

## NARRATIVES

AD WATER AND SEWER MGT SYSTEM 1139547

### Current Scope

Water and Sewer Management System - This new program will identify and evaluate the potable water and sewer management utility infrastructure at King County International Airport (KCIA). The program will hire a Consultant to identify and evaluate utilities and facilities for capacity, condition, redundancy and location. The program will identify deficiencies and prioritize improvements based on needs of water and sewer system improvements. A thorough evaluation will be conducted by the KCIA water billing system and advanced metering infrastructure (AMI) will be introduced as part of this project. Finally, the program will develop standard operating procedures (SOP) for the water supply and sewer systems and integrate them in the existing asset management software, CityWorks. Program costs for construction is an allowance to complete minor improvements to the water and sewer system.

### 1. PROJECT SCOPE

Water and Sewer Management System - This new program will identify and evaluate the potable water and sewer management utility infrastructure at King County International Airport (KCIA). The program will hire a Consultant to identify and evaluate utilities and facilities for capacity, condition, redundancy and location. The program will identify deficiencies and prioritize improvements based on needs of water and sewer system improvements. A thorough evaluation will be conducted by the KCIA water billing system and advanced metering infrastructure (AMI) will be introduced as part of this project. Finally, the program will develop standard operating procedures (SOP) for the water supply and sewer systems and integrate them in the existing asset management software, CityWorks. Program costs for construction is an allowance to complete minor improvements to the water and sewer system.

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** AD WATER AND SEWER MGT SYSTEM 1139547

## 3. PROJECT JUSTIFICATION

King County International Airport (KCIA) is currently developing a comprehensive Airport Water and Sewer Management System that is aligned with the Airport Asset Management Program. This will allow KCIA to maintain, replace/upgrade, and effectively manage robust water and sewer systems with the capacity and redundancy to effectively serve KCIA tenants. This is part of a bigger effort moving toward developing an asset management program, establishing a strategic approach and methodology to guide the development of assets at KCIA.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The $154 thousand in requested appropriation will support developing a comprehensive Airport Water and Sewer Management System and the final design, implementation, and acquisition phases of this new program. Projected spending includes Airport force account salary/benefits, software design engineering, project management, and project contingency. The budget requested is necessary in order to cover total program costs through the 2021-2022 biennium; budget authority is needed in order to sign vendor contracts and move forward with implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

This is a new program in the 2021-2022 biennium.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Non-construction programmatic project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** AD WATER AND SEWER MGT SYSTEM 1139547

## 17. CAPACITY TO IMPLEMENT THE PROJECT

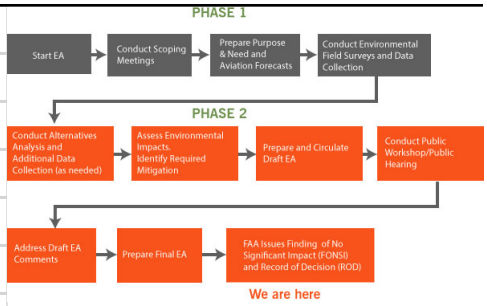
## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## AD ENVIROMENTAL ASSESSMENTS FOR MASTER PLAN UPDATE PROJECTS (AD ENVIRO ASSESSMTS MPU PRJS) 1139599

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3380 AIRPORT CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 7277 Perimeter Rd. S., Seattle, WA 98108 |
| **Cap Status** | Approved |




### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $510,000 | $0 | $0 | $510,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$510,000** | **$0** | **$0** | **$510,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $510,000 | $0 | $0 | $510,000 |
| **Total Revenue** | **$510,000** | **$0** | **$0** | **$510,000** |

### EXPENSE AD ENVIRO ASSESSMTS MPU PRJS 1139599

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $509,129 | $0 | $0 | $509,129 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$509,129** | **$0** | **$0** | **$509,129** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $509,129 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$509,129** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $510,000 | $509,129 | $871 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$510,000** | **$509,129** | **$871** |

## NARRATIVES

AD ENVIRO ASSESSMTS MPU PRJS 1139599

### Current Scope

Environmental Assessments Master Plan Update (MPU) Projects - The project will hire a environmental consulting firm to advise Airport engineers and project managers on assessments that arise out of recommendations for Airport Layout Plan site assessment resulting from the Airport Master Plan Update.

### 1. PROJECT SCOPE

Environmental Assessments Master Plan Update (MPU) Projects - The project will hire a environmental consulting firm to advise Airport engineers and project managers on assessments that arise out of recommendations for Airport Layout Plan site assessment resulting from the Airport Master Plan Update.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The Airport is required to comply State and National Environmental Protection Act (SEPA and NEPA) standards when redeveloping land for a different use or to prepare it as due diligence for a long-term lease to a potential tenant.

### 4. PROJECT BENEFITS/OUTCOMES

# Capital Appropriation Proposal



**NARRATIVES** AD ENVIRO ASSESSMTS MPU PRJS 1139599

## 5. BUDGET REQUEST BASIS

The $510,000 in requested appropriation will support the final design, implementation, acquisition, and close-out phases of this project. Projected spending includes Airport force account salary/benefits, consulting environmental engineering, project management and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in2022; budget authority is needed in order to sign vendor contracts and move forward with implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

Theis is a new project for the 2021-2022 biennium.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Non-Construction environmental assessment project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD KCCH DOM WATER DISTRBN 1039725

Baseline Required, TA, Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 516 3RD AVE, Seattle 98104: King County Courthouse |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $24,289 | $0 | $0 | $0 | $24,289 |
| **2 Preliminary Design** | $13,730 | $0 | $0 | $0 | $13,730 |
| **3 Final Design** | $498,265 | $0 | $0 | $0 | $498,265 |
| **4 Implementation** | $835,845 | ($275,850) | $0 | $0 | $559,995 |
| **5 Closeout** | $3,863 | $0 | $0 | $0 | $3,863 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$1,375,994** | **($275,850)** | **$0** | **$0** | **$1,100,144** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($275,850) | $0 | $0 | ($275,850) |
| **Total Revenue** | **($275,850)** | **$0** | **$0** | **($275,850)** |

### EXPENSE DES FMD KCCH DOM WATER DISTRBN 1039725

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $13,399 | $0 | $0 | $0 | $0 | $13,399 |
| **2 Prelim Design** | $61,711 | $0 | $0 | $0 | $0 | $61,711 |
| **3 Final Design** | $420,740 | $0 | $0 | $0 | $0 | $420,740 |
| **4 Implementation** | $598,681 | $0 | ($275,850) | $0 | $0 | $322,831 |
| **5 Closeout** | $5,614 | $0 | $0 | $0 | $0 | $5,614 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,100,144** | **$0** | **($275,850)** | **$0** | **$0** | **$824,294** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $10,442 | $0 | $13,399 | $24,289 | $13,399 |
| 2 Preliminary Design | $50,264 | $0 | $61,711 | $13,730 | $61,711 |
| 3 Final Design | $310,040 | $0 | $420,740 | $498,265 | $420,740 |
| 4 Implementation | $1,010,305 | $0 | $598,681 | $835,845 | $598,681 |
| 5 Closeout | $0 | $0 | $5,614 | $3,863 | $5,614 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$1,381,051** | **$0** | **$1,100,145** | **$1,375,993** | **$1,100,145** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $10,890 | $0 | $0 | $10,890 |
| 2 Preliminary Design | ($47,981) | $0 | $0 | ($47,981) |
| 3 Final Design | $77,525 | $0 | $0 | $77,525 |
| 4 Implementation | $237,165 | ($275,850) | ($275,850) | $237,165 |
| 5 Closeout | ($1,750) | $0 | $0 | ($1,750) |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$275,850** | **($275,850)** | **($275,850)** | **$275,850** |

## NARRATIVES

DES FMD KCCH DOM WATER DISTRBN 1039725

### Current Scope

King County Courthouse Domestic Water Distribution - Construction funding for Phase III Courthouse domestic water replacement project including; advertised const bid and phased replacement of all original piping. Excludes predesign cost and appropriation. Refer to Fsi Assessment estimate. 2021-2022 budget: project complete and remaining budget to be canceled.

### 1. PROJECT SCOPE

King County Courthouse Domestic Water Distribution - Construction funding for Phase III Courthouse domestic water replacement project including; advertised const bid and phased replacement of all original piping. Excludes predesign cost and appropriation. Refer to Fsi Assessment estimate. 2021-2022 budget: project complete and remaining budget to be canceled.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project is complete and the remaining budget is proposed to be cancelled.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD KCCH DOM WATER DISTRBN 1039725

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD CAPITAL PRJT OVERSIGHT (DES FMD MMRF CAP PRJT OVRSIGHT) 1039756

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1 | $0 | $0 | $0 | $1 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $20,325 | $0 | $0 | $0 | $20,325 |
| **4 Implementation** 01/01/21 - 12/31/22 | $55,883 | $13,030 | $0 | $0 | $68,913 |
| **5 Closeout** | $2 | $0 | $0 | $0 | $2 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$76,213** | **$13,030** | **$0** | **$0** | **$89,243** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $13,030 | $0 | $0 | $13,030 |
| **Total Revenue** | **$13,030** | **$0** | **$0** | **$13,030** |

### EXPENSE DES FMD MMRF CAP PRJT OVRSIGHT 1039756

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $18,515 | $0 | $0 | $0 | $0 | $18,515 |
| **4 Implementation** | $40,995 | $0 | $13,030 | $0 | $0 | $54,025 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$59,510** | **$0** | **$13,030** | **$0** | **$0** | **$72,540** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $1 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $1 | $0 |
| 3 Final Design | $0 | $0 | $18,515 | $20,325 | $18,515 |
| 4 Implementation | $0 | $0 | $40,995 | $55,883 | $40,995 |
| 5 Closeout | $0 | $0 | $0 | $2 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$0** | **$59,510** | **$76,213** | **$59,510** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1 | $0 | $0 | $1 |
| 2 Preliminary Design | $1 | $0 | $0 | $1 |
| 3 Final Design | $1,810 | $0 | $0 | $1,810 |
| 4 Implementation | $14,888 | $13,030 | $13,030 | $14,888 |
| 5 Closeout | $2 | $0 | $0 | $2 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$16,703** | **$13,030** | **$13,030** | **$16,703** |

## NARRATIVES

DES FMD MMRF CAP PRJT OVRSIGHT 1039756

### Current Scope

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 1. PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Budget appropriation supports cost of Captial Project Oversight work of Capital Projects by King County Auditor

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMRF CAP PRJT OVRSIGHT 1039756

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD KCCH ELEVATORS AND LIFTS (DES FMD KCCH ELVTRS AND LIFTS) 1121968

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $12,594 | $0 | $0 | $0 | $12,594 |
| **3 Final Design** | $50,389 | $0 | $0 | $0 | $50,389 |
| **4 Implementation** | $365,251 | ($23,787) | $0 | $0 | $341,464 |
| **5 Closeout** | $4,456 | $0 | $0 | $0 | $4,456 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$432,690** | **($23,787)** | **$0** | **$0** | **$408,903** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($23,787) | $0 | $0 | ($23,787) |
| **Total Revenue** | **($23,787)** | **$0** | **$0** | **($23,787)** |

### EXPENSE DES FMD KCCH ELVTRS AND LIFTS 1121968

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $18,239 | $0 | $0 | $0 | $0 | $18,239 |
| **3 Final Design** | $25,433 | $0 | $0 | $0 | $0 | $25,433 |
| **4 Implementation** | $362,567 | $0 | ($23,787) | $0 | $0 | $338,780 |
| **5 Closeout** | $2,664 | $0 | $0 | $0 | $0 | $2,664 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$408,903** | **$0** | **($23,787)** | **$0** | **$0** | **$385,116** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $18,239 | $12,594 | $18,239 |
| 3 Final Design | $0 | $0 | $25,433 | $50,389 | $25,433 |
| 4 Implementation | $0 | $0 | $362,567 | $365,251 | $362,567 |
| 5 Closeout | $0 | $0 | $2,664 | $4,456 | $2,664 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$408,903** | **$432,690** | **$408,903** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($5,645) | $0 | $0 | ($5,645) |
| 3 Final Design | $24,956 | $0 | $0 | $24,956 |
| 4 Implementation | $2,684 | ($23,787) | ($23,787) | $2,684 |
| 5 Closeout | $1,792 | $0 | $0 | $1,792 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$23,787** | **($23,787)** | **($23,787)** | **$23,787** |

## NARRATIVES

DES FMD KCCH ELVTRS AND LIFTS 1121968

### Current Scope

Project has been completed.

### 1. PROJECT SCOPE

Project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project is complete and remaining budget is adjusted to close project.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD KCCH ELVTRS AND LIFTS 1121968

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD ADMIN BLDG HEAT GENERATING SYSTEMS (DES FMD AB HEAT GEN SYSTMS) 1124124

Baseline Required, TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 500 Fourth AVE, Seattle 98104: Administration Building |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $3,113 | $0 | $0 | $0 | $3,113 |
| **2 Preliminary Design** | $21,734 | $0 | $0 | $0 | $21,734 |
| **3 Final Design** | $96,274 | $0 | $0 | $0 | $96,274 |
| **4 Implementation** | $892,074 | ($1,344) | $0 | $0 | $890,730 |
| **5 Closeout** | $10,292 | $0 | $0 | $0 | $10,292 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,023,487** | **($1,344)** | **$0** | **$0** | **$1,022,143** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($1,344) | $0 | $0 | ($1,344) |
| **Total Revenue** | **($1,344)** | **$0** | **$0** | **($1,344)** |

### EXPENSE DES FMD AB HEAT GEN SYSTMS 1124124

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $105,528 | $0 | $0 | $0 | $0 | $105,528 |
| **2 Prelim Design** | $7,456 | $0 | $0 | $0 | $0 | $7,456 |
| **3 Final Design** | $33,012 | $0 | $0 | $0 | $0 | $33,012 |
| **4 Implementation** | $839,103 | $0 | ($1,344) | $0 | $0 | $837,759 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$985,099** | **$0** | **($1,344)** | **$0** | **$0** | **$983,755** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $2,187 | $0 | $111,962 | $3,113 | $105,528 |
| 2 Preliminary Design | $5,677 | $0 | $7,456 | $21,734 | $7,456 |
| 3 Final Design | $29,596 | $0 | $33,012 | $96,274 | $33,012 |
| 4 Implementation | $986,027 | $0 | $865,270 | $892,074 | $839,103 |
| 5 Closeout | $0 | $0 | $0 | $10,292 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$1,023,487** | **$0** | **$1,017,700** | **$1,023,487** | **$985,099** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($102,415) | $0 | $0 | ($102,415) |
| 2 Preliminary Design | $14,278 | $0 | $0 | $14,278 |
| 3 Final Design | $63,262 | $0 | $0 | $63,262 |
| 4 Implementation | $52,971 | ($1,344) | ($1,344) | $52,971 |
| 5 Closeout | $10,292 | $0 | $0 | $10,292 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$38,388** | **($1,344)** | **($1,344)** | **$38,388** |

## NARRATIVES

DES FMD AB HEAT GEN SYSTMS 1124124

### Current Scope

Administration Building Heat Generation System - This project will replace the primary heat exchangers and associated appurtenances in the Administration Building that provides the primary source of heat for domestic hot water and the building heating system. Project has been completed.

### 1. PROJECT SCOPE

Administration Building Heat Generation System - This project will replace the primary heat exchangers and associated appurtenances in the Administration Building that provides the primary source of heat for domestic hot water and the building heating system. Project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project is complete and remaining budget is adjusted to close project.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD AB HEAT GEN SYSTMS 1124124

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD ADMIN BLDG HEATING AND COOLING COILS (DES FMD AB HTG & CLG COILS) 1124129

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $3,113 | $0 | $0 | $0 | $3,113 |
| **2 Preliminary Design** | $18,910 | $0 | $0 | $0 | $18,910 |
| **3 Final Design** | $79,711 | $0 | $0 | $0 | $79,711 |
| **4 Implementation** | $625,619 | $5,202 | $0 | $0 | $630,821 |
| **5 Closeout** | $9,458 | $0 | $0 | $0 | $9,458 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$736,811** | **$5,202** | **$0** | **$0** | **$742,013** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $5,202 | $0 | $0 | $5,202 |
| **Total Revenue** | **$5,202** | **$0** | **$0** | **$5,202** |

### EXPENSE DES FMD AB HTG & CLG COILS 1124129

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $198,539 | $0 | $0 | $0 | $0 | $198,539 |
| **2 Prelim Design** | $11,164 | $0 | $0 | $0 | $0 | $11,164 |
| **3 Final Design** | $10,529 | $0 | $0 | $0 | $0 | $10,529 |
| **4 Implementation** | $516,578 | $0 | $5,202 | $0 | $0 | $521,780 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$736,811** | **$0** | **$5,202** | **$0** | **$0** | **$742,013** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $198,539 | $3,113 | $198,539 |
| 2 Preliminary Design | $0 | $0 | $11,164 | $18,910 | $11,164 |
| 3 Final Design | $0 | $0 | $10,529 | $79,711 | $10,529 |
| 4 Implementation | $0 | $0 | $516,578 | $625,619 | $516,578 |
| 5 Closeout | $0 | $0 | $0 | $9,458 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$736,810** | **$736,811** | **$736,810** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($195,426) | $0 | $0 | ($195,426) |
| 2 Preliminary Design | $7,746 | $0 | $0 | $7,746 |
| 3 Final Design | $69,182 | $0 | $0 | $69,182 |
| 4 Implementation | $109,041 | $5,202 | $5,202 | $109,041 |
| 5 Closeout | $9,458 | $0 | $0 | $9,458 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1** | **$5,202** | **$5,202** | **$1** |

## NARRATIVES

DES FMD AB HTG & CLG COILS 1124129

### Current Scope

Project has been completed.

### 1. PROJECT SCOPE

Project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project is complete and remaining budget is adjusted to close project.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal



**NARRATIVES** DES FMD AB HTG & CLG COILS 1124129

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD KCCH EXTERIOR DOORS 1124130

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $642 | $0 | $0 | $0 | $642 |
| **2 Preliminary Design** | $8,589 | $0 | $0 | $0 | $8,589 |
| **3 Final Design** | $36,673 | $0 | $0 | $0 | $36,673 |
| **4 Implementation** | $141,418 | ($35,396) | $0 | $0 | $106,022 |
| **5 Closeout** | $2,723 | $0 | $0 | $0 | $2,723 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$190,045** | **($35,396)** | **$0** | **$0** | **$154,649** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34492 - NON GOVT PROJ REIMB** | ($35,396) | $0 | $0 | ($35,396) |
| **Total Revenue** | **($35,396)** | **$0** | **$0** | **($35,396)** |

### EXPENSE DES FMD KCCH EXTERIOR DOORS 1124130

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $5,039 | $0 | $0 | $0 | $0 | $5,039 |
| **3 Final Design** | $15,307 | $0 | $0 | $0 | $0 | $15,307 |
| **4 Implementation** | $131,840 | $0 | ($35,396) | $0 | $0 | $96,444 |
| **5 Closeout** | $2,462 | $0 | $0 | $0 | $0 | $2,462 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$154,649** | **$0** | **($35,396)** | **$0** | **$0** | **$119,253** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $642 | $0 |
| 2 Preliminary Design | $0 | $0 | $5,039 | $8,589 | $5,039 |
| 3 Final Design | $0 | $0 | $15,307 | $36,673 | $15,307 |
| 4 Implementation | $0 | $0 | $131,840 | $141,418 | $131,840 |
| 5 Closeout | $0 | $0 | $2,462 | $2,723 | $2,462 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$154,648** | **$190,045** | **$154,648** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $642 | $0 | $0 | $642 |
| 2 Preliminary Design | $3,550 | $0 | $0 | $3,550 |
| 3 Final Design | $21,366 | $0 | $0 | $21,366 |
| 4 Implementation | $9,578 | ($35,396) | ($35,396) | $9,578 |
| 5 Closeout | $261 | $0 | $0 | $261 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$35,397** | **($35,396)** | **($35,396)** | **$35,397** |

## NARRATIVES

DES FMD KCCH EXTERIOR DOORS 1124130

### Current Scope

Project has been completed.

### 1. PROJECT SCOPE

Project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project is complete and remaining budget is adjusted to close project.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD KCCH EXTERIOR DOORS 1124130

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF QUICK RESPONSE CONTINGENCY (DES FMD MMRF QR CONTINGENCY) 1124606

Master Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | DES FMD MMRF QR CONTINGENCY |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $21,213 | $0 | $0 | $0 | $21,213 |
| **2 Preliminary Design** | $59,056 | $0 | $0 | $0 | $59,056 |
| **3 Final Design** | $52,970 | $0 | $0 | $0 | $52,970 |
| **4 Implementation** 01/01/21 - 12/31/22 | $1,145,256 | $216,000 | $0 | $0 | $1,361,256 |
| **5 Closeout** | $3,118 | $0 | $0 | $0 | $3,118 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$1,281,615** | **$216,000** | **$0** | **$0** | **$1,497,615** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $216,000 | $0 | $0 | $216,000 |
| **Total Revenue** | **$216,000** | **$0** | **$0** | **$216,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMRF QR CONTINGENCY 1124606

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $18,801 | $0 | $0 | $0 | $0 | $18,801 |
| 2 Prelim Design | $69,413 | $0 | $0 | $0 | $0 | $69,413 |
| 3 Final Design | $39,554 | $0 | $0 | $0 | $0 | $39,554 |
| 4 Implementation | $390,498 | $0 | $216,000 | $0 | $0 | $606,498 |
| 5 Closeout | $1,960 | $0 | $0 | $0 | $0 | $1,960 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$520,225** | **$0** | **$216,000** | **$0** | **$0** | **$736,225** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $21,573 | $21,213 | $18,801 |
| 2 Preliminary Design | $0 | $0 | $92,209 | $59,056 | $69,413 |
| 3 Final Design | $0 | $0 | $41,380 | $52,970 | $39,554 |
| 4 Implementation | $0 | $216,000 | $391,657 | $1,145,256 | $390,498 |
| 5 Closeout | $0 | $0 | $1,960 | $3,118 | $1,960 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$216,000** | **$548,779** | **$1,281,614** | **$520,226** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $2,412 | $0 | $0 | $2,412 |
| 2 Preliminary Design | ($10,356) | $0 | $0 | ($10,356) |
| 3 Final Design | $13,417 | $0 | $0 | $13,417 |
| 4 Implementation | $754,759 | $216,000 | $216,000 | $754,759 |
| 5 Closeout | $1,158 | $0 | $0 | $1,158 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$761,391** | **$216,000** | **$216,000** | **$761,391** |

**NARRATIVES** DES FMD MMRF QR CONTINGENCY 1124606

## Current Scope

MMRF Quick Response Contingency - This project was setup as a contingency fund to respond to emergent repairs during the biennium that were not funded in the capital program.

## 1. PROJECT SCOPE

MMRF Quick Response Contingency - This project was setup as a contingency fund to respond to emergent repairs during the biennium that were not funded in the capital program.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMRF QR CONTINGENCY 1124606

## 3. PROJECT JUSTIFICATION

This project will be used to mitigate system failure or life safety risks in FMD managed building on an emergency basis.
Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by updating or replacing end of life building assets on an emergency basis.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term for emergency repairs. The project budget will be used for both design and construction.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Emergency repairs of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will minimize the risk of system failure. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** DES FMD MMRF QR CONTINGENCY 1124606

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF SCAP 1127423

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $50,000 | $0 | $0 | $0 | $50,000 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | ($515) | $0 | $0 | ($515) |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$50,000** | **($515)** | **$0** | **$0** | **$49,485** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($515) | $0 | $0 | ($515) |
| **Total Revenue** | **($515)** | **$0** | **$0** | **($515)** |

### EXPENSE DES FMD MMRF SCAP 1127423

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $49,485 | $0 | $0 | $0 | $0 | $49,485 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | ($515) | $0 | $0 | ($515) |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$49,485** | **$0** | **($515)** | **$0** | **$0** | **$48,970** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $49,485 | $50,000 | $49,485 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$49,485** | **$50,000** | **$49,485** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $515 | $0 | $0 | $515 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | ($515) | ($515) | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$515** | **($515)** | **($515)** | **$515** |

## NARRATIVES

DES FMD MMRF SCAP 1127423

### Current Scope

Project has been completed.

### 1. PROJECT SCOPE

Project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project is complete and remaining budget is adjusted to close project. Comparable scope for other projects will be included in the project budget rather than as a separate fund level budget amount.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMRF SCAP 1127423

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF 24/7 FACILITY GROUP-MAJOR REPAIR AND RENEWAL OF BLDG. SYSTEMS (DES FMD MMRF 24/7 FACILITY GRP) 1129710

Master Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | DES FMD MMRF 24/7 FACILITY GRP |
| **Substantial Completion** | 12/31/2022 |
| **Location** | DES FMD 24/7 FACILITY GROUP-MAJOR REPAIR AND RENEWAL OF BLDG. SYSTEMS |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $17,510 | $0 | $0 | $0 | $17,510 |
| **2 Preliminary Design** | $4,356 | $0 | $0 | $0 | $4,356 |
| **3 Final Design** | $48,703 | $0 | $0 | $0 | $48,703 |
| **4 Implementation** 01/01/21 - 12/31/22 | $22,221,597 | $13,878,700 | $0 | $0 | $36,100,297 |
| **5 Closeout** | $6,845 | $0 | $0 | $0 | $6,845 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$22,299,014** | **$13,878,700** | **$0** | **$0** | **$36,177,714** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $13,878,700 | $0 | $0 | $13,878,700 |
| **Total Revenue** | **$13,878,700** | **$0** | **$0** | **$13,878,700** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMRF 24/7 FACILITY GRP 1129710

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $373,197 | $0 | $0 | $0 | $0 | $373,197 |
| 2 Prelim Design | $260,506 | $0 | $0 | $0 | $0 | $260,506 |
| 3 Final Design | $303,473 | $0 | $0 | $0 | $0 | $303,473 |
| 4 Implementation | $2,775,513 | $0 | $13,878,700 | $0 | $0 | $16,654,213 |
| 5 Closeout | $28,541 | $0 | $0 | $0 | $0 | $28,541 |
| 6 Acquisition | $307 | $0 | $0 | $0 | $0 | $307 |
| **Total Expense** | **$3,741,538** | **$0** | **$13,878,700** | **$0** | **$0** | **$17,620,238** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $585,086 | $17,510 | $373,197 |
| 2 Preliminary Design | $0 | $0 | $372,513 | $4,356 | $260,506 |
| 3 Final Design | $0 | $0 | $681,397 | $48,703 | $303,473 |
| 4 Implementation | $0 | $13,878,700 | $3,202,722 | $22,221,597 | $2,775,513 |
| 5 Closeout | $0 | $0 | $30,174 | $6,845 | $28,541 |
| 6 Acquisition | $0 | $0 | $307 | $0 | $307 |
| **Total** | **$0** | **$13,878,700** | **$4,872,199** | **$22,299,011** | **$3,741,537** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($355,687) | $0 | $0 | ($355,687) |
| 2 Preliminary Design | ($256,150) | $0 | $0 | ($256,150) |
| 3 Final Design | ($254,770) | $0 | $0 | ($254,770) |
| 4 Implementation | $19,446,085 | $13,878,700 | $13,878,700 | $19,446,085 |
| 5 Closeout | ($21,696) | $0 | $0 | ($21,696) |
| 6 Acquisition | ($307) | $0 | $0 | ($307) |
| **Total** | **$18,557,475** | **$13,878,700** | **$13,878,700** | **$18,557,475** |

**NARRATIVES** DES FMD MMRF 24/7 FACILITY GRP 1129710

## Current Scope

24/7 Facility Group Master Project - This programmatic project will fund major maintenance repairs to FMD's 24/7 Facility Group. This group includes the Maleng Regional Justice Center (courthouse and detention center) , King County Correctional Facility (KCCF), Regional Communication and Emergency Coordination Center (RCECC, and the Ravensdale Shooting Range Typical major maintenance will include either repair or replacement of major building systems: Exterior Enclosure, Interior Construction, Elevators, Mechanical, Electrical, Superstructure, and Foundations. These building systems were identified in the Facilities Management Division, Facility Condition Assessment as deficient or beyond their useful life. All of the identified projects proposed for the program were ranked in the top 10% of 1270 building deficiencies based on a formula that included building importance and condition, system importance and scheduled replacement factors as the primary criteria.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMRF 24/7 FACILITY GRP 1129710

## 1. PROJECT SCOPE

24/7 Facility Group Master Project - This programmatic project will fund major maintenance repairs to FMD's 24/7 Facility Group. This group includes the Maleng Regional Justice Center (courthouse and detention center) , King County Correctional Facility (KCCF), Regional Communication and Emergency Coordination Center (RCECC, and the Ravensdale Shooting Range Typical major maintenance will include either repair or replacement of major building systems: Exterior Enclosure, Interior Construction, Elevators, Mechanical, Electrical, Superstructure, and Foundations. These building systems were identified in the Facilities Management Division, Facility Condition Assessment as deficient or beyond their useful life. All of the identified projects proposed for the program were ranked in the top 10% of 1270 building deficiencies based on a formula that included building importance and condition, system importance and scheduled replacement factors as the primary criteria.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This Programmatic project is in response to 2014 Council audit recommendation that called for a revised budget structure to address inefficiencies of phased (design and construction) projects and inflexible project budgeting.
Risks of not implementing the project, including risks to the county, the department, constituents, employees, and others
FMD considers this program a low-risk project to create efficiencies in managing and reporting multiple maintenance subprojects in a few facilities. Administrative costs will decrease to provide more dollars for tangible results.

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by updating or replacing end of life building assets on an emergency basis.

## 5. BUDGET REQUEST BASIS

The total budget for this budget request is based on the individual project estimates of approximately 10 projects that are expected to be completed in the next biennium.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

There are currently 28 projects in this program. 11 of these projects will be completed by the end of 2020 and the remainder will be completed in 2021

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will minimize the risk of system failure. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

**NARRATIVES** DES FMD MMRF 24/7 FACILITY GRP 1129710

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD DIST. CT. N.E. D5010 ELECTRICAL SERVICE AND DISTRIBUTION (DES FMD DIS NE D5010 ELEC/DIST) 1129771

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 8601 160th AVE NE, Redmond 98052: DES FMD DIST. CT. N.E. D5010 ELECTRICAL SERVICE AND DISTRIBUTION |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $5,437 | $0 | $0 | $0 | $5,437 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $27,589 | $0 | $0 | $0 | $27,589 |
| **4 Implementation** | $100,711 | ($82,076) | $0 | $0 | $18,635 |
| **5 Closeout** | $455 | $0 | $0 | $0 | $455 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$134,192** | **($82,076)** | **$0** | **$0** | **$52,116** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($82,076) | $0 | $0 | ($82,076) |
| **Total Revenue** | **($82,076)** | **$0** | **$0** | **($82,076)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD DIS NE D5010 ELEC/DIST 1129771

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $1,783 | $0 | $0 | $0 | $0 | $1,783 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $9,449 | $0 | $0 | $0 | $0 | $9,449 |
| 4 Implementation | $36,825 | $0 | ($82,076) | $0 | $0 | ($45,251) |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$48,057** | **$0** | **($82,076)** | **$0** | **$0** | **($34,019)** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,783 | $5,437 | $1,783 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $9,449 | $27,589 | $9,449 |
| 4 Implementation | $0 | $0 | $40,883 | $100,711 | $36,825 |
| 5 Closeout | $0 | $0 | $0 | $455 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$52,115** | **$134,192** | **$48,057** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $3,654 | $0 | $0 | $3,654 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $18,140 | $0 | $0 | $18,140 |
| 4 Implementation | $63,886 | ($82,076) | ($82,076) | $63,886 |
| 5 Closeout | $455 | $0 | $0 | $455 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$86,135** | **($82,076)** | **($82,076)** | **$86,135** |

**NARRATIVES** DES FMD DIS NE D5010 ELEC/DIST 1129771

## Current Scope

Northeast Disctrict Court Electrical Service and Distribution - This project will test and repair known electrical deficiencies, and plan for other upgrades and replacements of the electrical system at the NE District Court. The specific scope of work includes: 1) Perform IR scanning (infrared) to locate hot spots due to worn or loose components; 2) Replace existing central inverter system for exit lighting, replace existing aged transformer, and other incidental repairs; 3) Retain Electrical engineering consultant to synthesize the IR report and recommend further scope of work repairs. Project has been completed.

## 1. PROJECT SCOPE

Northeast Disctrict Court Electrical Service and Distribution - This project will test and repair known electrical deficiencies, and plan for other upgrades and replacements of the electrical system at the NE District Court. The specific scope of work includes: 1) Perform IR scanning (infrared) to locate hot spots due to worn or loose components; 2) Replace existing central inverter system for exit lighting, replace existing aged transformer, and other incidental repairs; 3) Retain Electrical engineering consultant to synthesize the IR report and recommend further scope of work repairs. Project has been completed.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD DIS NE D5010 ELEC/DIST 1129771

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

Project is complete and remaining budget is adjusted to close project. Comparable scope for other projects will be included in the project budget rather than budgeted as a fund level budget amount.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** DES FMD DIS NE D5010 ELEC/DIST 1129771

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD POLICE PREC. #4 BURIEN D5031 FIRE ALARM SYSTEMS (DES FMD P#4 BUR D5031 FIRE ALM) 1129785

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 601 SW 149th ST, Burien 98166: DES FMD POLICE PREC. #4 BURIEN D5031 FIRE ALARM SYSTEMS |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $7,446 | $0 | $0 | $0 | $7,446 |
| **3 Final Design** | $13,693 | $0 | $0 | $0 | $13,693 |
| **4 Implementation** | $148,085 | ($73,556) | $0 | $0 | $74,529 |
| **5 Closeout** | $8,363 | $0 | $0 | $0 | $8,363 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$177,587** | **($73,556)** | **$0** | **$0** | **$104,031** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($73,556) | $0 | $0 | ($73,556) |
| **Total Revenue** | **($73,556)** | **$0** | **$0** | **($73,556)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD P#4 BUR D5031 FIRE ALM 1129785

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $32,535 | $0 | $0 | $0 | $0 | $32,535 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $71,496 | $0 | ($73,556) | $0 | $0 | ($2,060) |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$104,031** | **$0** | **($73,556)** | **$0** | **$0** | **$30,475** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $32,535 | $7,446 | $32,535 |
| 3 Final Design | $0 | $0 | $0 | $13,693 | $0 |
| 4 Implementation | $0 | $0 | $71,496 | $148,085 | $71,496 |
| 5 Closeout | $0 | $0 | $0 | $8,363 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$104,031** | **$177,587** | **$104,031** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($25,089) | $0 | $0 | ($25,089) |
| 3 Final Design | $13,693 | $0 | $0 | $13,693 |
| 4 Implementation | $76,589 | ($73,556) | ($73,556) | $76,589 |
| 5 Closeout | $8,363 | $0 | $0 | $8,363 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$73,556** | **($73,556)** | **($73,556)** | **$73,556** |

**NARRATIVES** DES FMD P#4 BUR D5031 FIRE ALM 1129785

## Current Scope

Precinct #4 Burien Fire Alarm Systems - This project will renew the existing fire alarm control panel and all devices on both floors of the Burien facility, this includes both the police precinct (1st floor) and district court (2nd floor). The project has been completed.

## 1. PROJECT SCOPE

Precinct #4 Burien Fire Alarm Systems - This project will renew the existing fire alarm control panel and all devices on both floors of the Burien facility, this includes both the police precinct (1st floor) and district court (2nd floor). The project has been completed.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD P#4 BUR D5031 FIRE ALM 1129785

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The project has been completed and remaining budget is adjusted to close project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD ADMIN. BLDG. D5010 ELECTRICAL SERVICE AND DISTRIBUTION (DES FMD ADMIN BLDG D5010 ELE/D) 1129787

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 500 4TH AVE, SEATTLE, Seattle 98104: DES FMD ADMIN. BLDG. D5010 ELECTRICAL SERVICE AND DISTRIBUTION |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $55,900 | $0 | $0 | $0 | $55,900 |
| **2 Preliminary Design** | $38,447 | $0 | $0 | $0 | $38,447 |
| **3 Final Design** | $250,714 | $0 | $0 | $0 | $250,714 |
| **4 Implementation** | $1,370,968 | ($1,437,931) | $0 | $0 | ($66,963) |
| **5 Closeout** | $44,445 | $0 | $0 | $0 | $44,445 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,760,474** | **($1,437,931)** | **$0** | **$0** | **$322,543** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($1,437,931) | $0 | $0 | ($1,437,931) |
| **Total Revenue** | **($1,437,931)** | **$0** | **$0** | **($1,437,931)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD ADMIN BLDG D5010 ELE/D 1129787

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $16,622 | $0 | $0 | $0 | $0 | $16,622 |
| 2 Prelim Design | $68,727 | $0 | $0 | $0 | $0 | $68,727 |
| 3 Final Design | $76,085 | $0 | $0 | $0 | $0 | $76,085 |
| 4 Implementation | $93,920 | $0 | ($1,437,931) | $0 | $0 | ($1,344,011) |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$255,353** | **$0** | **($1,437,931)** | **$0** | **$0** | **($1,182,578)** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $18,529 | $55,900 | $16,622 |
| 2 Preliminary Design | $0 | $0 | $111,704 | $38,447 | $68,727 |
| 3 Final Design | $0 | $0 | $111,566 | $250,714 | $76,085 |
| 4 Implementation | $0 | $0 | $93,920 | $1,370,968 | $93,920 |
| 5 Closeout | $0 | $0 | $0 | $44,445 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$335,719** | **$1,760,474** | **$255,354** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $39,278 | $0 | $0 | $39,278 |
| 2 Preliminary Design | ($30,280) | $0 | $0 | ($30,280) |
| 3 Final Design | $174,629 | $0 | $0 | $174,629 |
| 4 Implementation | $1,277,048 | ($1,437,931) | ($1,437,931) | $1,277,048 |
| 5 Closeout | $44,445 | $0 | $0 | $44,445 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,505,120** | **($1,437,931)** | **($1,437,931)** | **$1,505,120** |

**NARRATIVES** DES FMD ADMIN BLDG D5010 ELE/D 1129787

## Current Scope

Administration Building Electrical Service and Distribution - This project will test the main switchgear, buss ducts, and main branch panels in Administration Building. This will require a full building shutdown and cooperation (and cost) with City Light. Includes correction of items noted in 2013-14 TEGG report by electrical inspection company, Seahurst, that includes replacement of certain transformers, providing appropriate clearance in electrical closets on each floor, replacing some panels and if necessary, repurposing power abandoned after boilers were removed from building.

## 1. PROJECT SCOPE

Administration Building Electrical Service and Distribution - This project will test the main switchgear, buss ducts, and main branch panels in Administration Building. This will require a full building shutdown and cooperation (and cost) with City Light. Includes correction of items noted in 2013-14 TEGG report by electrical inspection company, Seahurst, that includes replacement of certain transformers, providing appropriate clearance in electrical closets on each floor, replacing some panels and if necessary, repurposing power abandoned after boilers were removed from building.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD ADMIN BLDG D5010 ELE/D 1129787

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

This project is indefinitely postponed and proposed for cancellation because the 2021-2022 proposed biennial budget includes a proposal to mothball the facility and move tenants to other county owned and leased locations.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** DES FMD ADMIN BLDG D5010 ELE/D 1129787

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD BLACK RIVER OFFICE BLDG. D3050 TERMINAL AND PACKAGE UNITS (DES FMD BLACK RIV D3050 TER/PA) 1129788

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 900 OAKESDALE AVE SW, Renton 98055: DES FMD BLACK RIVER OFFICE BLDG. D3050 TERMINAL AND PACKAGE UNITS |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $42,238 | $0 | $0 | $0 | $42,238 |
| **2 Preliminary Design** | $18,870 | $0 | $0 | $0 | $18,870 |
| **3 Final Design** | $88,733 | $0 | $0 | $0 | $88,733 |
| **4 Implementation** | $622,913 | ($4,448) | $0 | $0 | $618,465 |
| **5 Closeout** | $12,500 | $0 | $0 | $0 | $12,500 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$785,254** | **($4,448)** | **$0** | **$0** | **$780,806** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($4,448) | $0 | $0 | ($4,448) |
| **Total Revenue** | **($4,448)** | **$0** | **$0** | **($4,448)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD BLACK RIV D3050 TER/PA 1129788

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $177 | $0 | $0 | $0 | $0 | $177 |
| 2 Prelim Design | $6,004 | $0 | $0 | $0 | $0 | $6,004 |
| 3 Final Design | $34,820 | $0 | $0 | $0 | $0 | $34,820 |
| 4 Implementation | $728,908 | $0 | ($4,448) | $0 | $0 | $724,460 |
| 5 Closeout | $10,898 | $0 | $0 | $0 | $0 | $10,898 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$780,806** | **$0** | **($4,448)** | **$0** | **$0** | **$776,358** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $177 | $42,238 | $177 |
| 2 Preliminary Design | $0 | $0 | $6,004 | $18,870 | $6,004 |
| 3 Final Design | $0 | $0 | $34,820 | $88,733 | $34,820 |
| 4 Implementation | $0 | $0 | $728,908 | $622,913 | $728,908 |
| 5 Closeout | $0 | $0 | $10,898 | $12,500 | $10,898 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$780,807** | **$785,254** | **$780,807** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $42,061 | $0 | $0 | $42,061 |
| 2 Preliminary Design | $12,866 | $0 | $0 | $12,866 |
| 3 Final Design | $53,913 | $0 | $0 | $53,913 |
| 4 Implementation | ($105,995) | ($4,448) | ($4,448) | ($105,995) |
| 5 Closeout | $1,602 | $0 | $0 | $1,602 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$4,447** | **($4,448)** | **($4,448)** | **$4,447** |

**NARRATIVES** DES FMD BLACK RIV D3050 TER/PA 1129788

## Current Scope

Black River Office Building Terminal and Package Units - This project will perform functional testing of fan boxes, test & balance system, replace non-functioning fan boxes & VAV boxes, upgrade controls, commission systems in the Black River Office building. This project has been completed.

## 1. PROJECT SCOPE

Black River Office Building Terminal and Package Units - This project will perform functional testing of fan boxes, test & balance system, replace non-functioning fan boxes & VAV boxes, upgrade controls, commission systems in the Black River Office building. This project has been completed.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD BLACK RIV D3050 TER/PA 1129788

**3. PROJECT JUSTIFICATION**

**4. PROJECT BENEFITS/OUTCOMES**

**5. BUDGET REQUEST BASIS**

The project has been completed and the remaining budget is adjusted to close the project.

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD ADMIN BLDG. D3049 FANS AND AIR HANDLING UNITS (DES FMD ADMIN BLDG D3049 FAU) 1129791

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 500 Fourth AVE, Seattle 98104: DES FMD Admin Building D3049 Fans and Air Handling Units Name |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $7,310 | $0 | $0 | $0 | $7,310 |
| **2 Preliminary Design** | $9,541 | $0 | $0 | $0 | $9,541 |
| **3 Final Design** | $69,082 | $0 | $0 | $0 | $69,082 |
| **4 Implementation** | $411,532 | ($206,375) | $0 | $0 | $205,157 |
| **5 Closeout** | $10,256 | $0 | $0 | $0 | $10,256 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$507,721** | **($206,375)** | **$0** | **$0** | **$301,346** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($206,375) | $0 | $0 | ($206,375) |
| **Total Revenue** | **($206,375)** | **$0** | **$0** | **($206,375)** |

### EXPENSE DES FMD ADMIN BLDG D3049 FAU 1129791

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $208 | $0 | $0 | $0 | $0 | $208 |
| **2 Prelim Design** | $9,997 | $0 | $0 | $0 | $0 | $9,997 |
| **3 Final Design** | $12,429 | $0 | $0 | $0 | $0 | $12,429 |
| **4 Implementation** | $68,018 | $0 | ($206,375) | $0 | $0 | ($138,357) |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$90,651** | **$0** | **($206,375)** | **$0** | **$0** | **($115,724)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $208 | $7,310 | $208 |
| 2 Preliminary Design | $0 | $0 | $9,997 | $9,541 | $9,997 |
| 3 Final Design | $0 | $0 | $12,429 | $69,082 | $12,429 |
| 4 Implementation | $0 | $0 | $161,028 | $411,532 | $68,018 |
| 5 Closeout | $0 | $0 | $26,424 | $10,256 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$210,086** | **$507,721** | **$90,652** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $7,102 | $0 | $0 | $7,102 |
| 2 Preliminary Design | ($456) | $0 | $0 | ($456) |
| 3 Final Design | $56,653 | $0 | $0 | $56,653 |
| 4 Implementation | $343,514 | ($206,375) | ($206,375) | $343,514 |
| 5 Closeout | $10,256 | $0 | $0 | $10,256 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$417,069** | **($206,375)** | **($206,375)** | **$417,069** |

## NARRATIVES

DES FMD ADMIN BLDG D3049 FAU 1129791

### Current Scope

Administration Building Fans and Air Handling Units - Service and Repair the original Administration Building's Central HVAC hot and cold deck utility fan system (2 fans), the fan and air handling unit fans ( 2 Supply fans, 1 Return and 2 Exhaust fans),Replace all pneumatic controls, provide Testing and Balancing of fans.

### 1. PROJECT SCOPE

Administration Building Fans and Air Handling Units - Service and Repair the original Administration Building's Central HVAC hot and cold deck utility fan system (2 fans), the fan and air handling unit fans ( 2 Supply fans, 1 Return and 2 Exhaust fans),Replace all pneumatic controls, provide Testing and Balancing of fans.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The budget is no longer necessary and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD ADMIN BLDG D3049 FAU 1129791

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD BLACK RIVER OFFICE BLDG. B3010 ROOFING AND EXTERIOR CLADDING (DES FMD BLACK RIV B3010 ROF/EX) 1129793

Baseline Required, TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 5 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 900 OAKESDALE AVE SW, Renton 98057: Blackriver Office Building B2011, B3010 Roofing replacement and exterior cladding rehabilitation |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $6,854 | $0 | $0 | $0 | $6,854 |
| **2 Preliminary Design** | $38,787 | $0 | $0 | $0 | $38,787 |
| **3 Final Design** | $163,891 | $0 | $0 | $0 | $163,891 |
| **4 Implementation** | $1,864,888 | ($581,758) | $0 | $0 | $1,283,130 |
| **5 Closeout** | $16,186 | $0 | $0 | $0 | $16,186 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,090,606** | **($581,758)** | **$0** | **$0** | **$1,508,848** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($581,758) | $0 | $0 | ($581,758) |
| **Total Revenue** | **($581,758)** | **$0** | **$0** | **($581,758)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD BLACK RIV B3010 ROF/EX 1129793

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $3,252 | $0 | $0 | $0 | $0 | $3,252 |
| 2 Prelim Design | $15,952 | $0 | $0 | $0 | $0 | $15,952 |
| 3 Final Design | $36,955 | $0 | $0 | $0 | $0 | $36,955 |
| 4 Implementation | $1,414,422 | $0 | ($581,758) | $0 | $0 | $832,664 |
| 5 Closeout | $27,318 | $0 | $0 | $0 | $0 | $27,318 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,497,900** | **$0** | **($581,758)** | **$0** | **$0** | **$916,142** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $1,821 | $0 | $3,252 | $6,854 | $3,252 |
| 2 Preliminary Design | $15,952 | $0 | $16,770 | $38,787 | $15,952 |
| 3 Final Design | $32,874 | $0 | $39,323 | $163,891 | $36,955 |
| 4 Implementation | $2,023,773 | $0 | $1,422,186 | $1,864,888 | $1,414,422 |
| 5 Closeout | $16,186 | $0 | $27,318 | $16,186 | $27,318 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$2,090,606** | **$0** | **$1,508,849** | **$2,090,606** | **$1,497,899** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $3,602 | $0 | $0 | $3,602 |
| 2 Preliminary Design | $22,835 | $0 | $0 | $22,835 |
| 3 Final Design | $126,936 | $0 | $0 | $126,936 |
| 4 Implementation | $450,466 | ($581,758) | ($581,758) | $450,466 |
| 5 Closeout | ($11,132) | $0 | $0 | ($11,132) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$592,707** | **($581,758)** | **($581,758)** | **$592,707** |

**NARRATIVES** DES FMD BLACK RIV B3010 ROF/EX 1129793

## Current Scope

Black River Building Roofing Replacement and Exterior - Project includes replacement of roof and repairs of exterior wall cladding. Existing roof is 27 years old, has been patched extensively, and is well beyond its useful life. Cladding needs cleaning, sealing, and repairs of numerous holes and other damage.

## 1. PROJECT SCOPE

Black River Building Roofing Replacement and Exterior - Project includes replacement of roof and repairs of exterior wall cladding. Existing roof is 27 years old, has been patched extensively, and is well beyond its useful life. Cladding needs cleaning, sealing, and repairs of numerous holes and other damage.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD BLACK RIV B3010 ROF/EX 1129793

## 3. PROJECT JUSTIFICATION

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF KCCF SHOWER & DAYROOM LIGHTING WIRING/FIXTURES (DES FMD MMRF KCCFSHOW & DAYROM) 1131412

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $3,947 | $0 | $0 | $0 | $3,947 |
| **2 Preliminary Design** | $15,520 | $0 | $0 | $0 | $15,520 |
| **3 Final Design** | $60,954 | $0 | $0 | $0 | $60,954 |
| **4 Implementation** | $524,450 | ($402,479) | $0 | $0 | $121,971 |
| **5 Closeout** | $5,301 | $0 | $0 | $0 | $5,301 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$610,172** | **($402,479)** | **$0** | **$0** | **$207,693** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($402,479) | $0 | $0 | ($402,479) |
| **Total Revenue** | **($402,479)** | **$0** | **$0** | **($402,479)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMRF KCCFSHOW & DAYROM 1131412

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $7,967 | $0 | $0 | $0 | $0 | $7,967 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $99,917 | $0 | ($402,479) | $0 | $0 | ($302,562) |
| 5 Closeout | $3,298 | $0 | $0 | $0 | $0 | $3,298 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$111,181** | **$0** | **($402,479)** | **$0** | **$0** | **($291,298)** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $3,947 | $0 |
| 2 Preliminary Design | $0 | $0 | $7,967 | $15,520 | $7,967 |
| 3 Final Design | $0 | $0 | $0 | $60,954 | $0 |
| 4 Implementation | $0 | $0 | $126,456 | $524,450 | $99,917 |
| 5 Closeout | $0 | $0 | $3,298 | $5,301 | $3,298 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$137,721** | **$610,172** | **$111,182** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $3,947 | $0 | $0 | $3,947 |
| 2 Preliminary Design | $7,553 | $0 | $0 | $7,553 |
| 3 Final Design | $60,954 | $0 | $0 | $60,954 |
| 4 Implementation | $424,533 | ($402,479) | ($402,479) | $424,533 |
| 5 Closeout | $2,004 | $0 | $0 | $2,004 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$498,991** | **($402,479)** | **($402,479)** | **$498,991** |

**NARRATIVES** DES FMD MMRF KCCFSHOW & DAYROM 1131412

## Current Scope

MMRF KCCF Shower and Dayroom - This project includes tenant improvements for the KCCF shower areas and dayroom.

## 1. PROJECT SCOPE

MMRF KCCF Shower and Dayroom - This project includes tenant improvements for the KCCF shower areas and dayroom.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMRF KCCFSHOW & DAYROM 1131412

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

No additional project work is necessary and the remaining budget is adjusted to close the project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF KCCF EMERGENCY LEAK DETECTION (DES FMD MMRF KCCF EN GENT LEAK) 1131413

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $3,931 | $0 | $0 | $0 | $3,931 |
| **2 Preliminary Design** | $7,726 | $0 | $0 | $0 | $7,726 |
| **3 Final Design** | $27,659 | $0 | $0 | $0 | $27,659 |
| **4 Implementation** | $135,098 | ($124,078) | $0 | $0 | $11,020 |
| **5 Closeout** | $4,390 | $0 | $0 | $0 | $4,390 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$178,804** | **($124,078)** | **$0** | **$0** | **$54,726** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($124,078) | $0 | $0 | ($124,078) |
| **Total Revenue** | **($124,078)** | **$0** | **$0** | **($124,078)** |

### EXPENSE DES FMD MMRF KCCF EN GENT LEAK 1131413

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $12,288 | $0 | $0 | $0 | $0 | $12,288 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $39,540 | $0 | ($124,078) | $0 | $0 | ($84,538) |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$51,828** | **$0** | **($124,078)** | **$0** | **$0** | **($72,250)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $3,931 | $0 |
| 2 Preliminary Design | $0 | $0 | $12,288 | $7,726 | $12,288 |
| 3 Final Design | $0 | $0 | $0 | $27,659 | $0 |
| 4 Implementation | $0 | $0 | $42,438 | $135,098 | $39,540 |
| 5 Closeout | $0 | $0 | $0 | $4,390 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$54,726** | **$178,804** | **$51,828** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $3,931 | $0 | $0 | $3,931 |
| 2 Preliminary Design | ($4,562) | $0 | $0 | ($4,562) |
| 3 Final Design | $27,659 | $0 | $0 | $27,659 |
| 4 Implementation | $95,558 | ($124,078) | ($124,078) | $95,558 |
| 5 Closeout | $4,390 | $0 | $0 | $4,390 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$126,976** | **($124,078)** | **($124,078)** | **$126,976** |

## NARRATIVES

DES FMD MMRF KCCF EN GENT LEAK 1131413

### Current Scope

This project repairs a generator leak at the KCCF.

### 1. PROJECT SCOPE

This project repairs a generator leak at the KCCF.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMRF KCCF EN GENT LEAK 1131413

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF EARLINGTON BUILDING MEZZANINE FLOOR STRUCTURAL REPAIRS (DES FMD EARLINGTON FL REPAIR) 1132356

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 919 SW Grady Way,, Renton 98055: Standalone Project |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1,851 | $0 | $0 | $0 | $1,851 |
| **2 Preliminary Design** | $4,666 | $0 | $0 | $0 | $4,666 |
| **3 Final Design** | $18,983 | $0 | $0 | $0 | $18,983 |
| **4 Implementation** | $128,912 | ($55,224) | $0 | $0 | $73,688 |
| **5 Closeout** | $3,916 | $0 | $0 | $0 | $3,916 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$158,328** | **($55,224)** | **$0** | **$0** | **$103,104** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($55,224) | $0 | $0 | ($55,224) |
| **Total Revenue** | **($55,224)** | **$0** | **$0** | **($55,224)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD EARLINGTON FL REPAIR 1132356

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $32,747 | $0 | $0 | $0 | $0 | $32,747 |
| 2 Prelim Design | $4,118 | $0 | $0 | $0 | $0 | $4,118 |
| 3 Final Design | $48,499 | $0 | $0 | $0 | $0 | $48,499 |
| 4 Implementation | $7,528 | $0 | ($55,224) | $0 | $0 | ($47,696) |
| 5 Closeout | $18 | $0 | $0 | $0 | $0 | $18 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$92,910** | **$0** | **($55,224)** | **$0** | **$0** | **$37,686** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $32,747 | $1,851 | $32,747 |
| 2 Preliminary Design | $0 | $0 | $4,118 | $4,666 | $4,118 |
| 3 Final Design | $0 | $0 | $48,499 | $18,983 | $48,499 |
| 4 Implementation | $0 | $0 | $8,289 | $128,912 | $7,528 |
| 5 Closeout | $0 | $0 | $18 | $3,916 | $18 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$93,671** | **$158,328** | **$92,910** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($30,896) | $0 | $0 | ($30,896) |
| 2 Preliminary Design | $548 | $0 | $0 | $548 |
| 3 Final Design | ($29,516) | $0 | $0 | ($29,516) |
| 4 Implementation | $121,384 | ($55,224) | ($55,224) | $121,384 |
| 5 Closeout | $3,898 | $0 | $0 | $3,898 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$65,418** | **($55,224)** | **($55,224)** | **$65,418** |

**NARRATIVES** DES FMD EARLINGTON FL REPAIR 1132356

## Current Scope

Earlington Floor Repair - This project will provide structural reinforcement to the mezzanine level floor at the County's Earlington Building and increase the scope a structural assessment study for entire second floor.

## 1. PROJECT SCOPE

Earlington Floor Repair - This project will provide structural reinforcement to the mezzanine level floor at the County's Earlington Building and increase the scope a structural assessment study for entire second floor.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD EARLINGTON FL REPAIR 1132356

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF EARLINGTON ELECTIONS SKYLIGHT REPAIR (DES FMD EARTON SKYLIGHT REPAR) 1133652

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 919 SW Grady Way, Renton 98055: Major maintenance project |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $191,995 | ($118,349) | $0 | $0 | $73,646 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$191,995** | **($118,349)** | **$0** | **$0** | **$73,646** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($118,349) | $0 | $0 | ($118,349) |
| **Total Revenue** | **($118,349)** | **$0** | **$0** | **($118,349)** |

### EXPENSE DES FMD EARTON SKYLIGHT REPAR 1133652

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,926 | $0 | $0 | $0 | $0 | $1,926 |
| **2 Prelim Design** | $15,271 | $0 | $0 | $0 | $0 | $15,271 |
| **3 Final Design** | $1,814 | $0 | $0 | $0 | $0 | $1,814 |
| **4 Implementation** | $102,407 | $0 | ($118,349) | $0 | $0 | ($15,942) |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$121,418** | **$0** | **($118,349)** | **$0** | **$0** | **$3,069** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,926 | $0 | $1,926 |
| 2 Preliminary Design | $0 | $0 | $15,271 | $0 | $15,271 |
| 3 Final Design | $0 | $0 | $1,814 | $0 | $1,814 |
| 4 Implementation | $0 | $0 | $54,635 | $191,995 | $102,407 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$73,646** | **$191,995** | **$121,418** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,926) | $0 | $0 | ($1,926) |
| 2 Preliminary Design | ($15,271) | $0 | $0 | ($15,271) |
| 3 Final Design | ($1,814) | $0 | $0 | ($1,814) |
| 4 Implementation | $89,588 | ($118,349) | ($118,349) | $89,588 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$70,577** | **($118,349)** | **($118,349)** | **$70,577** |

## NARRATIVES

DES FMD EARTON SKYLIGHT REPAR 1133652

### Current Scope

Earlington Skylight Repair - Replace existing skylight panels at Elections Building with new skylight glass, clean and reuse existing frame to prevent water from leaking into the building down the interior walls.

### 1. PROJECT SCOPE

Earlington Skylight Repair - Replace existing skylight panels at Elections Building with new skylight glass, clean and reuse existing frame to prevent water from leaking into the building down the interior walls.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD EARTON SKYLIGHT REPAR 1133652

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF ADMIN BLDG GENERATOR STUDY JH (DES FMD MMR ADMIN BLD STUDY JH) 1134407

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 500 Fifth Ave, Seattle 98104: Admin Bldg Generator Study |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $58,291 | ($25,671) | $0 | $0 | $32,620 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$58,291** | **($25,671)** | **$0** | **$0** | **$32,620** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($25,671) | $0 | $0 | ($25,671) |
| **Total Revenue** | **($25,671)** | **$0** | **$0** | **($25,671)** |

### EXPENSE DES FMD MMR ADMIN BLD STUDY JH 1134407

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $2,678 | $0 | $0 | $0 | $0 | $2,678 |
| **2 Prelim Design** | $9,720 | $0 | $0 | $0 | $0 | $9,720 |
| **3 Final Design** | $4,348 | $0 | $0 | $0 | $0 | $4,348 |
| **4 Implementation** | $0 | $0 | ($25,671) | $0 | $0 | ($25,671) |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$16,746** | **$0** | **($25,671)** | **$0** | **$0** | **($8,925)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $4,684 | $0 | $2,678 |
| 2 Preliminary Design | $0 | $0 | $14,043 | $0 | $9,720 |
| 3 Final Design | $0 | $0 | $5,565 | $0 | $4,348 |
| 4 Implementation | $0 | $0 | $0 | $58,291 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$24,292** | **$58,291** | **$16,746** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($2,678) | $0 | $0 | ($2,678) |
| 2 Preliminary Design | ($9,720) | $0 | $0 | ($9,720) |
| 3 Final Design | ($4,348) | $0 | $0 | ($4,348) |
| 4 Implementation | $58,291 | ($25,671) | ($25,671) | $58,291 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$41,545** | **($25,671)** | **($25,671)** | **$41,545** |

## NARRATIVES

DES FMD MMR ADMIN BLD STUDY JH 1134407

### Current Scope

Admin Building Study - Test and assess existing generator to determine remaining useful life. Evaluate feasibility and determine costs associated with needed upgrades or replacements.

### 1. PROJECT SCOPE

Admin Building Study - Test and assess existing generator to determine remaining useful life. Evaluate feasibility and determine costs associated with needed upgrades or replacements.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMR ADMIN BLD STUDY JH 1134407

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF D.C. SHORELINE BOILER REPLACEMENT (DES FMD MMR DC SHRLINE BOILER) 1134411

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 18009 Corliss Ave N, Shoreline 98133: D.C. Shoreline Boiler Replacement |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $669,251 | ($55,730) | $0 | $0 | $613,521 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$669,251** | **($55,730)** | **$0** | **$0** | **$613,521** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($55,730) | $0 | $0 | ($55,730) |
| **Total Revenue** | **($55,730)** | **$0** | **$0** | **($55,730)** |

### EXPENSE DES FMD MMR DC SHRLINE BOILER 1134411

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $2,325 | $0 | $0 | $0 | $0 | $2,325 |
| **2 Prelim Design** | $44,539 | $0 | $0 | $0 | $0 | $44,539 |
| **3 Final Design** | $58,315 | $0 | $0 | $0 | $0 | $58,315 |
| **4 Implementation** | $344 | $0 | ($55,730) | $0 | $0 | ($55,386) |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$105,523** | **$0** | **($55,730)** | **$0** | **$0** | **$49,793** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $2,341 | $0 | $2,325 |
| 2 Preliminary Design | $0 | $0 | $49,635 | $0 | $44,539 |
| 3 Final Design | $0 | $0 | $67,445 | $0 | $58,315 |
| 4 Implementation | $0 | $0 | $10,051 | $669,251 | $344 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$129,472** | **$669,251** | **$105,523** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($2,325) | $0 | $0 | ($2,325) |
| 2 Preliminary Design | ($44,539) | $0 | $0 | ($44,539) |
| 3 Final Design | ($58,315) | $0 | $0 | ($58,315) |
| 4 Implementation | $668,907 | ($55,730) | ($55,730) | $668,907 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$563,728** | **($55,730)** | **($55,730)** | **$563,728** |

## NARRATIVES

DES FMD MMR DC SHRLINE BOILER 1134411

### Current Scope

Shoreline Broiler - Replace the existing undersized electric boiler to a properly designed boiler to provide sufficient heat to the building in winter. The scope of work will also include conducting TAB & Cx study, making revisions and improvements to the existing system as needed to provide a fully functioning WSHP system for the building.

### 1. PROJECT SCOPE

Shoreline Broiler - Replace the existing undersized electric boiler to a properly designed boiler to provide sufficient heat to the building in winter. The scope of work will also include conducting TAB & Cx study, making revisions and improvements to the existing system as needed to provide a fully functioning WSHP system for the building.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

**NARRATIVES** DES FMD MMR DC SHRLINE BOILER 1134411

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF KSC ELEVATOR MACHINE ROOM COLLING UNITS REPLACEMENT (DES FMD MMR KSC EV MACHINE RM) 1134430

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 201 S Jackson St., Seattle 98104: KSC Elevator Machine Room Colling Units Replacement |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $462,259 | ($256,508) | $0 | $0 | $205,751 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$462,259** | **($256,508)** | **$0** | **$0** | **$205,751** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($256,508) | $0 | $0 | ($256,508) |
| **Total Revenue** | **($256,508)** | **$0** | **$0** | **($256,508)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMR KSC EV MACHINE RM 1134430

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $8,502 | $0 | $0 | $0 | $0 | $8,502 |
| 2 Prelim Design | $8,245 | $0 | $0 | $0 | $0 | $8,245 |
| 3 Final Design | $5,568 | $0 | $0 | $0 | $0 | $5,568 |
| 4 Implementation | $13,440 | $0 | ($256,508) | $0 | $0 | ($243,068) |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$35,756** | **$0** | **($256,508)** | **$0** | **$0** | **($220,752)** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $8,502 | $0 | $8,502 |
| 2 Preliminary Design | $0 | $0 | $8,419 | $0 | $8,245 |
| 3 Final Design | $0 | $0 | $7,713 | $0 | $5,568 |
| 4 Implementation | $0 | $0 | $167,960 | $462,259 | $13,440 |
| 5 Closeout | $0 | $0 | $3,281 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$195,875** | **$462,259** | **$35,755** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($8,502) | $0 | $0 | ($8,502) |
| 2 Preliminary Design | ($8,245) | $0 | $0 | ($8,245) |
| 3 Final Design | ($5,568) | $0 | $0 | ($5,568) |
| 4 Implementation | $448,819 | ($256,508) | ($256,508) | $448,819 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$426,504** | **($256,508)** | **($256,508)** | **$426,504** |

**NARRATIVES** DES FMD MMR KSC EV MACHINE RM 1134430

## Current Scope

King Street Center Elevator Machine Room - Replace aging cooling units with new cooling units to provide adequate cooling air to Elevator Machine Room.

## 1. PROJECT SCOPE

King Street Center Elevator Machine Room - Replace aging cooling units with new cooling units to provide adequate cooling air to Elevator Machine Room.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMR KSC EV MACHINE RM 1134430

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF POLICE PREC. #4 CAMERA UPGRADE (DES FMD MMR POLICE PREC#4 CAMA) 1134432

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 14905 6th Ave SW, Burien 98166: Police Prec. #4 Camera Upgrade |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $325,823 | ($146,391) | $0 | $0 | $179,432 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$325,823** | **($146,391)** | **$0** | **$0** | **$179,432** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($146,391) | $0 | $0 | ($146,391) |
| **Total Revenue** | **($146,391)** | **$0** | **$0** | **($146,391)** |

### EXPENSE DES FMD MMR POLICE PREC#4 CAMA 1134432

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $2,235 | $0 | $0 | $0 | $0 | $2,235 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $16,319 | $0 | $0 | $0 | $0 | $16,319 |
| **4 Implementation** | $87,429 | $0 | ($146,391) | $0 | $0 | ($58,962) |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$105,983** | **$0** | **($146,391)** | **$0** | **$0** | **($40,408)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $2,235 | $0 | $2,235 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $16,319 | $0 | $16,319 |
| 4 Implementation | $0 | $0 | $127,344 | $325,823 | $87,429 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$145,898** | **$325,823** | **$105,983** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($2,235) | $0 | $0 | ($2,235) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | ($16,319) | $0 | $0 | ($16,319) |
| 4 Implementation | $238,394 | ($146,391) | ($146,391) | $238,394 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$219,840** | **($146,391)** | **($146,391)** | **$219,840** |

## NARRATIVES

DES FMD MMR POLICE PREC#4 CAMA 1134432

### Current Scope

Police Precinct #4 Camera Upgrade - Upgrade existing security system of Police Prec. #4 Burien to install new cameras that will be compatible with current building security system.

### 1. PROJECT SCOPE

Police Precinct #4 Camera Upgrade - Upgrade existing security system of Police Prec. #4 Burien to install new cameras that will be compatible with current building security system.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMR POLICE PREC#4 CAMA 1134432

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF EARLINGTON BLDG. 2ND FLOOR STRUCTURAL IMPROVEMENTS (DES FMD MMR EARLNIGTON 2F STRU) 1134459

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 919 SW Grady Way, Renton 98055: Earlington Bldg. 2nd Floor Structural Improvements |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $775,054 | ($252,422) | $0 | $0 | $522,632 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$775,054** | **($252,422)** | **$0** | **$0** | **$522,632** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | ($252,422) | $0 | $0 | ($252,422) |
| **Total Revenue** | **($252,422)** | **$0** | **$0** | **($252,422)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMR EARLNIGTON 2F STRU 1134459

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $3,950 | $0 | $0 | $0 | $0 | $3,950 |
| 2 Prelim Design | $1,463 | $0 | $0 | $0 | $0 | $1,463 |
| 3 Final Design | $30,647 | $0 | $0 | $0 | $0 | $30,647 |
| 4 Implementation | $305,012 | $0 | ($252,422) | $0 | $0 | $52,590 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$341,071** | **$0** | **($252,422)** | **$0** | **$0** | **$88,649** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $3,950 | $0 | $3,950 |
| 2 Preliminary Design | $0 | $0 | $1,463 | $0 | $1,463 |
| 3 Final Design | $0 | $0 | $30,647 | $0 | $30,647 |
| 4 Implementation | $0 | $0 | $455,012 | $775,054 | $305,012 |
| 5 Closeout | $0 | $0 | $25,268 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$516,340** | **$775,054** | **$341,072** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($3,950) | $0 | $0 | ($3,950) |
| 2 Preliminary Design | ($1,463) | $0 | $0 | ($1,463) |
| 3 Final Design | ($30,647) | $0 | $0 | ($30,647) |
| 4 Implementation | $470,042 | ($252,422) | ($252,422) | $470,042 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$433,982** | **($252,422)** | **($252,422)** | **$433,982** |

**NARRATIVES** DES FMD MMR EARLNIGTON 2F STRU 1134459

## Current Scope

Earlington Building Second Floor Structural Improvements - This project will repair structural deficiencies to the 2nd floor structure of the building. It will specifically strengthen floor beams, floor beam connections, and reinforce the plywood subfloor as recommended in the WJA Structural Condition Assessment report.

## 1. PROJECT SCOPE

Earlington Building Second Floor Structural Improvements - This project will repair structural deficiencies to the 2nd floor structure of the building. It will specifically strengthen floor beams, floor beam connections, and reinforce the plywood subfloor as recommended in the WJA Structural Condition Assessment report.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMR EARLNIGTON 2F STRU 1134459

## 3. PROJECT JUSTIFICATION

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMR MRJC OUT YEAR EST 1135103

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $30,697,211 | $65,520,282 | $96,217,493 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$30,697,211** | **$65,520,282** | **$96,217,493** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $30,697,211 | $65,520,282 | $96,217,493 |
| **Total Revenue** | **$0** | **$30,697,211** | **$65,520,282** | **$96,217,493** |

### EXPENSE DES FMD MMR MRJC OUT YEAR EST 1135103

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

DES FMD MMR MRJC OUT YEAR EST 1135103

### Current Scope

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 1. PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project placeholder budget proposed amount is based on backlogged infrastructure project work.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMR MRJC OUT YEAR EST 1135103

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMR KCCH OUT YEAR EST 1135104

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $71,894,122 | $94,090,485 | $165,984,607 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$71,894,122** | **$94,090,485** | **$165,984,607** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $71,894,122 | $94,090,485 | $165,984,607 |
| **Total Revenue** | **$0** | **$71,894,122** | **$94,090,485** | **$165,984,607** |

### EXPENSE DES FMD MMR KCCH OUT YEAR EST 1135104

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

DES FMD MMR KCCH OUT YEAR EST 1135104

### Current Scope

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 1. PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This proposed project placeholder budget amount is based on backlogged infrastructure project work.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMR KCCH OUT YEAR EST 1135104

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMR ADMIN OUT YEAR EST 1135105

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $8,411,801 | $32,121,630 | $40,533,431 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$8,411,801** | **$32,121,630** | **$40,533,431** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $8,411,801 | $32,121,630 | $40,533,431 |
| **Total Revenue** | **$0** | **$8,411,801** | **$32,121,630** | **$40,533,431** |

### EXPENSE DES FMD MMR ADMIN OUT YEAR EST 1135105

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

DES FMD MMR ADMIN OUT YEAR EST 1135105

### Current Scope

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 1. PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project proposed placeholder budget amount is based on backlogged infrastructure projects.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMR ADMIN OUT YEAR EST 1135105

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMR YESLER OUT YER EST 1135106

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $3,841,113 | $21,543,438 | $25,384,551 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$3,841,113** | **$21,543,438** | **$25,384,551** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $3,841,113 | $21,543,438 | $25,384,551 |
| **Total Revenue** | **$0** | **$3,841,113** | **$21,543,438** | **$25,384,551** |

### EXPENSE DES FMD MMR YESLER OUT YER EST 1135106

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

DES FMD MMR YESLER OUT YER EST 1135106

### Current Scope

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 biennial budget.

### 1. PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 biennial budget.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project proposed placeholder budget amount is based on backlogged infrastructure project work.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMR YESLER OUT YER EST 1135106

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMR CHINOOK OUT YE EST 1135107

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $6,842,382 | $4,789,116 | $11,631,498 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$6,842,382** | **$4,789,116** | **$11,631,498** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $6,842,382 | $4,789,116 | $11,631,498 |
| **Total Revenue** | **$0** | **$6,842,382** | **$4,789,116** | **$11,631,498** |

### EXPENSE DES FMD MMR CHINOOK OUT YE EST 1135107

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

DES FMD MMR CHINOOK OUT YE EST 1135107

### Current Scope

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 1. PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project proposed placeholder budget amount is based on backlogged infrastructure project work.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMR CHINOOK OUT YE EST 1135107

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD KCCF OUT YEAR EST 1135109

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $9,315,175 | $38,332,543 | $47,647,718 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$9,315,175** | **$38,332,543** | **$47,647,718** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $9,315,175 | $38,332,543 | $47,647,718 |
| **Total Revenue** | **$0** | **$9,315,175** | **$38,332,543** | **$47,647,718** |

### EXPENSE DES FMD KCCF OUT YEAR EST 1135109

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

DES FMD KCCF OUT YEAR EST 1135109

### Current Scope

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 1. PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at the MRJC detention facility and court facility. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This proposed project placeholder budget amount is based on backlogged infrastructure project work.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD KCCF OUT YEAR EST 1135109

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMR OTHER BLDGS EST 1135110

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $28,043,606 | $50,612,316 | $78,655,922 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$28,043,606** | **$50,612,316** | **$78,655,922** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $28,043,606 | $50,612,316 | $78,655,922 |
| **Total Revenue** | **$0** | **$28,043,606** | **$50,612,316** | **$78,655,922** |

### EXPENSE DES FMD MMR OTHER BLDGS EST 1135110

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

DES FMD MMR OTHER BLDGS EST 1135110

### Current Scope

This is a planning level estimate of the backlogged building systems infrastructure work needed at buildings other than the Civic Campus buildings and the detention facilities. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 1. PROJECT SCOPE

This is a planning level estimate of the backlogged building systems infrastructure work needed at buildings other than the Civic Campus buildings and the detention facilities. From this total amount, projects will be prioritized and, if selected, the cost estimates will be refined for inclusion in the 2023-2024 budget as separate projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project proposed placeholder budget amount is based on backlogged infrastructure project work.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MMR OTHER BLDGS EST 1135110

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF BUDGET PREP 22 — 1139464

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 11/30/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 03/01/22 - 11/30/22 | $0 | $150,000 | $12,815,381 | $12,815,381 | $25,780,762 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$150,000** | **$12,815,381** | **$12,815,381** | **$25,780,762** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $150,000 | $12,815,381 | $12,815,381 | $25,780,762 |
| **Total Revenue** | **$150,000** | **$12,815,381** | **$12,815,381** | **$25,780,762** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMRF BUDGET PREP 22 1139464

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $150,000 | $0 | $0 | $150,000 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$150,000** | **$0** | **$0** | **$150,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $150,000 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$150,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $150,000 | $150,000 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$150,000** | **$150,000** | **$0** |

**NARRATIVES** DES FMD MMRF BUDGET PREP 22 1139464

## Current Scope

MMRF Budget Prep 22 - This project will fund FMD capital projects staff and consultants to develop CIP estimates for the23-24 budget cycle. For planning purposes a budget placeholder amount is entered for the subsequent biennia until the projects are identified in subsequent budget processes.

## 1. PROJECT SCOPE

MMRF Budget Prep 22 - This project will fund FMD capital projects staff and consultants to develop CIP estimates for the23-24 budget cycle. For planning purposes a budget placeholder amount is entered for the subsequent biennia until the projects are identified in subsequent budget processes.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMRF BUDGET PREP 22 1139464

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

FMD capital projects are required to account for their time. This project is required to allow them to appropriately charge their time will working on the budget development.

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program by allowing adequate resources to develop the capital budget request with more accuracy.

## 5. BUDGET REQUEST BASIS

The requested amount is based on historical cost information of the time it takes FMD capital projects managers and consultants to develop cost estimates for the budget. The requested amounts includes fully burdened staff time and the cost of consultants to assist in preparing the cost estimates. The work will be completed on the same time line as the Executive budget development cycle.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project will have no impact on operating cost.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative to this project is to charge directly to FMD operating budget. This option was not chosen because charging directly to the capital budget allows more transparency.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Developing cost estimates to replace existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

No impact to SCAP

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** DES FMD MMRF BUDGET PREP 22 1139464

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF BUILDING SURVEY 1139465

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/30/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 10/01/21 - 04/30/22 | $0 | $150,000 | $0 | $0 | $150,000 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$150,000** | **$0** | **$0** | **$150,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $150,000 | $0 | $0 | $150,000 |
| **Total Revenue** | **$150,000** | **$0** | **$0** | **$150,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMRF BUILDING SURVEY 1139465

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $150,000 | $0 | $0 | $150,000 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$150,000** | **$0** | **$0** | **$150,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $150,000 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$150,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $150,000 | $150,000 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$150,000** | **$150,000** | **$0** |

**NARRATIVES** DES FMD MMRF BUILDING SURVEY 1139465

## Current Scope

MMRF Building Survey - This project will be used to survey FMD building to determine the condition of the building components that will be used to update the facility condition assessment database. Approximately 1/3 of the building will be surveyed as part of this budget cycle. Future phases in the following budget cycles will survey the remainder of the building.

## 1. PROJECT SCOPE

MMRF Building Survey - This project will be used to survey FMD building to determine the condition of the building components that will be used to update the facility condition assessment database. Approximately 1/3 of the building will be surveyed as part of this budget cycle. Future phases in the following budget cycles will survey the remainder of the building.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMRF BUILDING SURVEY 1139465

## 3. PROJECT JUSTIFICATION

This project will be used be used to update Facility Condition database. This will unable FMD to determine if building systems are deficient or beyond their useful life.
Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by updating the Facility Condition database that develops the Facility Condition Index of the building that determines the overall condition of the facility and whether or not FMD is meeting its goal.

## 5. BUDGET REQUEST BASIS

The requested amount is based on historical cost information of the time it takes FMD capital projects managers and consultants to complete the building surveys. The requested amounts includes fully burdened staff time and the cost of consultants to assist in completing the survey and updating the database. The work will be completed on the same timeline as the Executive budget development cycle.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project will have no impact on the operating budget.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative to this project is to charge directly to FMD operating budget. This option was not chosen because charging directly to the capital budget allows more transparency.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Completing the building surveys is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** DES FMD MMRF BUILDING SURVEY 1139465

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF PREC.#3 FIRE ALARM (DES FMD MMR PREC.#3 FIRE ALARM) 1139466

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/15/2021 |
| **Location** | 22300 SE 231st St., Maple Valley 98038 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/31/21 | $0 | $1,829 | $0 | $0 | $1,829 |
| **2 Preliminary Design** 02/01/21 - 04/30/21 | $0 | $4,545 | $0 | $0 | $4,545 |
| **3 Final Design** 05/01/21 - 07/31/21 | $0 | $14,294 | $0 | $0 | $14,294 |
| **4 Implementation** 08/01/21 - 10/30/21 | $0 | $170,092 | $0 | $0 | $170,092 |
| **5 Closeout** 11/01/21 - 12/31/21 | $0 | $3,659 | $0 | $0 | $3,659 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$194,419** | **$0** | **$0** | **$194,419** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $194,419 | $0 | $0 | $194,419 |
| **Total Revenue** | **$194,419** | **$0** | **$0** | **$194,419** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMR PREC.#3 FIRE ALARM 1139466

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,829 | $0 | $0 | $1,829 |
| 2 Prelim Design | $0 | $0 | $4,545 | $0 | $0 | $4,545 |
| 3 Final Design | $0 | $0 | $14,294 | $0 | $0 | $14,294 |
| 4 Implementation | $0 | $0 | $170,092 | $0 | $0 | $170,092 |
| 5 Closeout | $0 | $0 | $3,659 | $0 | $0 | $3,659 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$194,419** | **$0** | **$0** | **$194,419** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,829 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $4,545 | $0 | $0 | $0 |
| 3 Final Design | $0 | $14,294 | $0 | $0 | $0 |
| 4 Implementation | $0 | $170,092 | $0 | $0 | $0 |
| 5 Closeout | $0 | $3,659 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$194,419** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $1,829 | $1,829 | $0 |
| 2 Preliminary Design | $0 | $4,545 | $4,545 | $0 |
| 3 Final Design | $0 | $14,294 | $14,294 | $0 |
| 4 Implementation | $0 | $170,092 | $170,092 | $0 |
| 5 Closeout | $0 | $3,659 | $3,659 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$194,419** | **$194,419** | **$0** |

**NARRATIVES** DES FMD MMR PREC.#3 FIRE ALARM 1139466

## Current Scope

Precinct #3 Fire Alarm - This project includes replacement of the Fire Alarm Panel and associated fire alarm devices (smoke detectors, horn strobes, etc.) at the King County Sheriff's Precinct 3 building located in Maple Valley.

## 1. PROJECT SCOPE

Precinct #3 Fire Alarm - This project includes replacement of the Fire Alarm Panel and associated fire alarm devices (smoke detectors, horn strobes, etc.) at the King County Sheriff's Precinct 3 building located in Maple Valley.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMR PREC.#3 FIRE ALARM 1139466

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building. Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by updating or replacing end of life building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund both design and construction.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

This project will be in the planning phase in January 2021.

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project involves a life safety system and does not have SCAP or Sustainability related elements.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** DES FMD MMR PREC.#3 FIRE ALARM 1139466

## 15. STRATEGIC IT PLAN ALIGNMENT

N/A

## 16. PROJECT COMPLEXITY

Project is not complex.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

Project will be implemented by CPS project management staff, implementation is expected to be routine and not difficult.

## 18. PROJECT RISKS

Project is low risk; FMD CPS project managers have successfully completed many similar projects.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMR DC S.W. TAB&Cx 1139476

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 07/31/3021 |
| **Location** | 601 SW 149th St, Burien 98166 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/31/21 | $0 | $3,557 | $0 | $0 | $3,557 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 03/01/21 - 04/30/21 | $0 | $8,224 | $0 | $0 | $8,224 |
| **4 Implementation** 05/01/21 - 07/31/21 | $0 | $89,949 | $0 | $0 | $89,949 |
| **5 Closeout** 08/01/21 - 10/31/21 | $0 | $3,557 | $0 | $0 | $3,557 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$105,287** | **$0** | **$0** | **$105,287** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $105,287 | $0 | $0 | $105,287 |
| **Total Revenue** | **$105,287** | **$0** | **$0** | **$105,287** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMR DC S.W. TAB&Cx 1139476

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $3,557 | $0 | $0 | $3,557 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $8,224 | $0 | $0 | $8,224 |
| 4 Implementation | $0 | $0 | $89,949 | $0 | $0 | $89,949 |
| 5 Closeout | $0 | $0 | $3,557 | $0 | $0 | $3,557 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$105,287** | **$0** | **$0** | **$105,287** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,557 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $8,224 | $0 | $0 | $0 |
| 4 Implementation | $0 | $89,949 | $0 | $0 | $0 |
| 5 Closeout | $0 | $3,557 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$105,287** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $3,557 | $3,557 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $8,224 | $8,224 | $0 |
| 4 Implementation | $0 | $89,949 | $89,949 | $0 |
| 5 Closeout | $0 | $3,557 | $3,557 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$105,287** | **$105,287** | **$0** |

**NARRATIVES** DES FMD MMR DC S.W. TAB&Cx 1139476

## Current Scope

District Court S.W. Burien– This project will conduct TAB (Test, Adjust, and Balance) and Cx (commissioning) to take corrective actions, improve the current airflow distribution issue, inspect functional system, and identify deficiencies of the existing HVAC systems.

## 1. PROJECT SCOPE

District Court S.W. Burien– This project will conduct TAB (Test, Adjust, and Balance) and Cx (commissioning) to take corrective actions, improve the current airflow distribution issue, inspect functional system, and identify deficiencies of the existing HVAC systems.

## 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMR DC S.W. TAB&Cx 1139476

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building.
Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).
There were various HVAC improvements over years. TAB was overdue (2012). No Cx was conducted. There are various control and balancing issues reported. Many comfort and air flow reported and observed. The project is necessary and essential to restore equipment to its best operating level, boost system efficiency, and significantly improve indoor comfort.

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by correcting and identifying deficiencies, also updating the current conditions of building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund investigating, balancing air flows, and identifying deficiencies in the current system.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

**NARRATIVES** DES FMD MMR DC S.W. TAB&Cx 1139476

## 14. OTHER CONSIDERATIONS (OPTIONAL)

There are so many issues related to hot & cold air issues observed, reported, and complains over years. Without conducting reports in accordance with approved procedure standards, the deficiencies cannot be addressed correctly. The project will prevent negative impacts to the design life expectancies of other HVAC components, reduce building operation & maintenance costs, and improve working condition for KC employees.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF DC N.E. TAB & Cx (DES FMD MMR DC N.E. TAB & Cx) 1139481

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/30/2021 |
| **Location** | 8601 160th Ave NE, Redmond 98052 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/31/21 | $0 | $3,615 | $0 | $0 | $3,615 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 02/01/21 - 03/31/21 | $0 | $8,030 | $0 | $0 | $8,030 |
| **4 Implementation** 04/01/21 - 06/30/21 | $0 | $79,619 | $0 | $0 | $79,619 |
| **5 Closeout** 07/01/21 - 09/30/21 | $0 | $3,615 | $0 | $0 | $3,615 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$94,879** | **$0** | **$0** | **$94,879** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $94,879 | $0 | $0 | $94,879 |
| **Total Revenue** | **$94,879** | **$0** | **$0** | **$94,879** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMR DC N.E. TAB & Cx 1139481

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $3,615 | $0 | $0 | $3,615 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $8,030 | $0 | $0 | $8,030 |
| 4 Implementation | $0 | $0 | $79,619 | $0 | $0 | $79,619 |
| 5 Closeout | $0 | $0 | $3,615 | $0 | $0 | $3,615 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$94,879** | **$0** | **$0** | **$94,879** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,615 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $8,030 | $0 | $0 | $0 |
| 4 Implementation | $0 | $79,619 | $0 | $0 | $0 |
| 5 Closeout | $0 | $3,615 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$94,879** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $3,615 | $3,615 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $8,030 | $8,030 | $0 |
| 4 Implementation | $0 | $79,619 | $79,619 | $0 |
| 5 Closeout | $0 | $3,615 | $3,615 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$94,879** | **$94,879** | **$0** |

**NARRATIVES** DES FMD MMR DC N.E. TAB & Cx 1139481

## Current Scope

District Court N.E Redmond – This project will conduct TAB (Test, Adjust, and Balance) and Cx (commissioning) to take corrective actions to marginal comfort & poor ventilation issue, improve airflow distribution, inspect operational components, and identify deficiencies of the existing HVAC systems.

## 1. PROJECT SCOPE

District Court N.E Redmond – This project will conduct TAB (Test, Adjust, and Balance) and Cx (commissioning) to take corrective actions to marginal comfort & poor ventilation issue, improve airflow distribution, inspect operational components, and identify deficiencies of the existing HVAC systems.

## 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMR DC N.E. TAB & Cx 1139481

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building.
Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).
There were various building improvements over years. There are various control and balancing issues reported. Many comfort and poor ventilation, uncoordinated pressurization reported and observed. The project is necessary and essential to restore equipment to its best operating level, boost system efficiency, improve indoor comfort significantly, and identify deficiencies related to control issues.

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by correcting and identifying deficiencies, also updating the current conditions of building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund investigating, balancing air flows, and identifying deficiencies in the current system.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

There are so many issues related to air comfort issues reported, and complains over years. Without conducting reports in accordance with approved procedure standards, the deficiencies cannot be addressed correctly. The project will prevent negative impacts to the life expectancy of the HVAC system, reduce building operation & maintenance cost, and improve working condition for KC employees.

**NARRATIVES** DES FMD MMR DC N.E. TAB & Cx 1139481

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

N/A

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF DC SHORELINE TAB & Cx (DES FMD MMR DC SHORLINE TAB&Cx) 1139493

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 07/31/2021 |
| **Location** | 18009 Corliss Ave N., Seattle 98133 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/31/21 | $0 | $3,489 | $0 | $0 | $3,489 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 03/01/21 - 04/30/21 | $0 | $6,917 | $0 | $0 | $6,917 |
| **4 Implementation** 05/01/21 - 07/31/21 | $0 | $84,304 | $0 | $0 | $84,304 |
| **5 Closeout** 08/01/21 - 10/31/21 | $0 | $3,488 | $0 | $0 | $3,488 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$98,198** | **$0** | **$0** | **$98,198** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $98,198 | $0 | $0 | $98,198 |
| **Total Revenue** | **$98,198** | **$0** | **$0** | **$98,198** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMR DC SHORLINE TAB&Cx 1139493

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $3,489 | $0 | $0 | $3,489 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $6,917 | $0 | $0 | $6,917 |
| 4 Implementation | $0 | $0 | $84,304 | $0 | $0 | $84,304 |
| 5 Closeout | $0 | $0 | $3,488 | $0 | $0 | $3,488 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$98,198** | **$0** | **$0** | **$98,198** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,489 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $6,917 | $0 | $0 | $0 |
| 4 Implementation | $0 | $84,304 | $0 | $0 | $0 |
| 5 Closeout | $0 | $3,488 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$98,198** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $3,489 | $3,489 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $6,917 | $6,917 | $0 |
| 4 Implementation | $0 | $84,304 | $84,304 | $0 |
| 5 Closeout | $0 | $3,488 | $3,488 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$98,198** | **$98,198** | **$0** |

**NARRATIVES** DES FMD MMR DC SHORLINE TAB&Cx 1139493

## Current Scope

District Court Shoreline – This project will conduct TAB (Test, Adjust, and Balance) and Cx (commissioning) to take corrective actions for the airflow issue, restore WSHP (Water Source Heat Pump) system to its best operating level, and identify deficiencies of the existing HVAC systems.

## 1. PROJECT SCOPE

District Court Shoreline – This project will conduct TAB (Test, Adjust, and Balance) and Cx (commissioning) to take corrective actions for the airflow issue, restore WSHP (Water Source Heat Pump) system to its best operating level, and identify deficiencies of the existing HVAC systems.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMR DC SHORLINE TAB&Cx 1139493

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building.
Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).
There were various HVAC improvements over years. TAB was overdue (2012). There are various control and balancing issues reported. Many comfort and air flow reported and observed. The project is necessary and essential to restore equipment to its best operating level, boost system efficiency, and significantly improve indoor comfort.

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by correcting and identifying deficiencies, also updating the current conditions of building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund investigating, balancing air flows, and identifying deficiencies in the current system.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

**NARRATIVES** DES FMD MMR DC SHORLINE TAB&Cx 1139493

## 14. OTHER CONSIDERATIONS (OPTIONAL)

There are so many issues related to hot & cold air issues observed, reported, and complains over years. Without conducting reports in accordance with approved procedure standards, the deficiencies cannot be addressed correctly. The project will reduce building operation & maintenance cost, improve working condition for KC employees, and eliminate negative impacts to the existing life expectancies of HVAC components.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF DC ISSAQUAH DETENTION HVAC (DES FMD MMR DC ISS DETENT HVAC) 1139494

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 08/31/2021 |
| **Location** | 5415 220th Ave SE, Issaqush 98029: DC Issaquah Detention HVAC |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $5,842 | $0 | $0 | $5,842 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/01/21 - 05/31/21 | $0 | $19,451 | $0 | $0 | $19,451 |
| **4 Implementation** 07/01/21 - 08/31/21 | $0 | $109,729 | $0 | $0 | $109,729 |
| **5 Closeout** 09/01/21 - 10/30/21 | $0 | $6,087 | $0 | $0 | $6,087 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$141,109** | **$0** | **$0** | **$141,109** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $141,109 | $0 | $0 | $141,109 |
| **Total Revenue** | **$141,109** | **$0** | **$0** | **$141,109** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMR DC ISS DETENT HVAC 1139494

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $5,842 | $0 | $0 | $5,842 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $19,451 | $0 | $0 | $19,451 |
| 4 Implementation | $0 | $0 | $109,729 | $0 | $0 | $109,729 |
| 5 Closeout | $0 | $0 | $6,087 | $0 | $0 | $6,087 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$141,109** | **$0** | **$0** | **$141,109** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $5,842 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $19,451 | $0 | $0 | $0 |
| 4 Implementation | $0 | $109,729 | $0 | $0 | $0 |
| 5 Closeout | $0 | $6,087 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$141,109** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $5,842 | $5,842 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $19,451 | $19,451 | $0 |
| 4 Implementation | $0 | $109,729 | $109,729 | $0 |
| 5 Closeout | $0 | $6,087 | $6,087 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$141,109** | **$141,109** | **$0** |

**NARRATIVES** DES FMD MMR DC ISS DETENT HVAC 1139494

## Current Scope

This project is proposed to upgrade the HVAC system at the Issaquah District Court secure detention area.

## 1. PROJECT SCOPE

This project is proposed to upgrade the HVAC system at the Issaquah District Court secure detention area.

## 2. PROGRAMMATIC PROJECT DISCUSSION

N/A.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMR DC ISS DETENT HVAC 1139494

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building.
Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).
There is little air to holding cells. The project is necessary and essential to correct the air comfort and address the code compliant issue.

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by correcting and identifying deficiencies, also updating the current conditions of building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to address code compliant issue at the holding cells and avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions, design & construction costs, and administration of this type of project.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the code compliant issue at detention area, risk of system failure, and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The air comfort issues reported, and code violation observed. The project will prevent negative impacts by identified deficiencies at holding cells.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** DES FMD MMR DC ISS DETENT HVAC 1139494

## 15. STRATEGIC IT PLAN ALIGNMENT

N/A

## 16. PROJECT COMPLEXITY

N/A

## 17. CAPACITY TO IMPLEMENT THE PROJECT

N/A

## 18. PROJECT RISKS

N/A

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF ISSAQUSH TAB & Cx (DES FMD MMR ISSAQUSH TAB&Cx) 1139495

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/30/2021 |
| **Location** | 5415 220th Ave SE, Issaquah 98029 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/31/21 | $0 | $4,366 | $0 | $0 | $4,366 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 02/01/21 - 03/31/21 | $0 | $9,606 | $0 | $0 | $9,606 |
| **4 Implementation** 04/01/21 - 06/30/21 | $0 | $94,083 | $0 | $0 | $94,083 |
| **5 Closeout** 07/01/21 - 09/30/21 | $0 | $4,366 | $0 | $0 | $4,366 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$112,421** | **$0** | **$0** | **$112,421** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $112,421 | $0 | $0 | $112,421 |
| **Total Revenue** | **$112,421** | **$0** | **$0** | **$112,421** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMR ISSAQUSH TAB&Cx 1139495

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $4,366 | $0 | $0 | $4,366 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $9,606 | $0 | $0 | $9,606 |
| 4 Implementation | $0 | $0 | $94,083 | $0 | $0 | $94,083 |
| 5 Closeout | $0 | $0 | $4,366 | $0 | $0 | $4,366 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$112,421** | **$0** | **$0** | **$112,421** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $4,366 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $9,606 | $0 | $0 | $0 |
| 4 Implementation | $0 | $94,083 | $0 | $0 | $0 |
| 5 Closeout | $0 | $4,366 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$112,421** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $4,366 | $4,366 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $9,606 | $9,606 | $0 |
| 4 Implementation | $0 | $94,083 | $94,083 | $0 |
| 5 Closeout | $0 | $4,366 | $4,366 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$112,421** | **$112,421** | **$0** |

**NARRATIVES** DES FMD MMR ISSAQUSH TAB&Cx 1139495

## Current Scope

DC Issaquah TAB & Cx - District Court Issaquah – Conduct a TAB (Test, Adjust, and Balance) to take corrective actions to marginal comfort & poor ventilation issues, and to improve airflow distribution due to lacking of TAB performances over years. The project also conduct a Cx (commissioning) to inspect operational components, and identify deficiencies of the existing WSHP (Water Source Heat Pump) and Controls systems.

## 1. PROJECT SCOPE

DC Issaquah TAB & Cx - District Court Issaquah – Conduct a TAB (Test, Adjust, and Balance) to take corrective actions to marginal comfort & poor ventilation issues, and to improve airflow distribution due to lacking of TAB performances over years. The project also conduct a Cx (commissioning) to inspect operational components, and identify deficiencies of the existing WSHP (Water Source Heat Pump) and Controls systems.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMR ISSAQUSH TAB&Cx 1139495

## 2. PROGRAMMATIC PROJECT DISCUSSION

N/A.

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building.
Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).
There were various HVAC improvements over years. TAB & Cx has not been performed over many years. There are various control and balancing issues reported, many comfort and poor ventilation, uncoordinated pressurization reported and observed. The project is necessary and essential to restore equipment to its best operating level, boost system efficiency, improve indoor comfort significantly, and identify deficiencies related to control issues.

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by correcting and identifying deficiencies, also updating the current conditions of building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund investigating, balancing air flows, and identifying deficiencies in the current system.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

New project.

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

**NARRATIVES** DES FMD MMR ISSAQUSH TAB&Cx 1139495

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

There are so many issues related to air comfort issues reported, and complains over years. Without conducting reports in accordance with approved procedure standards, the deficiencies cannot be addressed correctly. The project will prevent negative impacts to the life expectancy of the Water Source Heat Pump system, reduce building operation & maintenance cost, and improve working condition for KC employees.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

N/A

## 16. PROJECT COMPLEXITY

N/A

## 17. CAPACITY TO IMPLEMENT THE PROJECT

N/A

## 18. PROJECT RISKS

N/A

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF PREC. #3 MISC HVAC REPAIRS (DES FMD MMR PREC. #3 MISC HVAC) 1139498

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 11/30/2021 |
| **Location** | 22300 SE 231 st ST., Maple Valley 98038: Prec. #3 Misc HVAC Repairs |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/31/21 | $0 | $2,758 | $0 | $0 | $2,758 |
| **2 Preliminary Design** 02/01/21 - 04/30/21 | $0 | $14,107 | $0 | $0 | $14,107 |
| **3 Final Design** 05/01/21 - 08/30/21 | $0 | $61,700 | $0 | $0 | $61,700 |
| **4 Implementation** 09/01/21 - 11/30/21 | $0 | $279,573 | $0 | $0 | $279,573 |
| **5 Closeout** 12/01/21 - 12/30/21 | $0 | $8,417 | $0 | $0 | $8,417 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$366,555** | **$0** | **$0** | **$366,555** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $366,555 | $0 | $0 | $366,555 |
| **Total Revenue** | **$366,555** | **$0** | **$0** | **$366,555** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMR PREC. #3 MISC HVAC 1139498

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $2,758 | $0 | $0 | $2,758 |
| 2 Prelim Design | $0 | $0 | $14,107 | $0 | $0 | $14,107 |
| 3 Final Design | $0 | $0 | $61,700 | $0 | $0 | $61,700 |
| 4 Implementation | $0 | $0 | $279,573 | $0 | $0 | $279,573 |
| 5 Closeout | $0 | $0 | $8,417 | $0 | $0 | $8,417 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$366,555** | **$0** | **$0** | **$366,555** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $2,758 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $14,107 | $0 | $0 | $0 |
| 3 Final Design | $0 | $61,700 | $0 | $0 | $0 |
| 4 Implementation | $0 | $279,573 | $0 | $0 | $0 |
| 5 Closeout | $0 | $8,417 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$366,555** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $2,758 | $2,758 | $0 |
| 2 Preliminary Design | $0 | $14,107 | $14,107 | $0 |
| 3 Final Design | $0 | $61,700 | $61,700 | $0 |
| 4 Implementation | $0 | $279,573 | $279,573 | $0 |
| 5 Closeout | $0 | $8,417 | $8,417 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$366,555** | **$366,555** | **$0** |

**NARRATIVES** DES FMD MMR PREC. #3 MISC HVAC 1139498

## Current Scope

Precinct #3 Miscellaneous HVAC Repairs - This project includes rehabilitation of select heating and ventilation system (HVAC) components at King County Sheriff's Precinct 3 located in Maple Valley. Rehabilitation elements include replacement of an Energy Recovery Ventilator (ERV) reconfiguration of main office ductwork for improved airflow and temperature control, and addition of cooling unit for a portion of the office not effectively served by the buildings ventilation system.

## 1. PROJECT SCOPE

Precinct #3 Miscellaneous HVAC Repairs - This project includes rehabilitation of select heating and ventilation system (HVAC) components at King County Sheriff's Precinct 3 located in Maple Valley. Rehabilitation elements include replacement of an Energy Recovery Ventilator (ERV) reconfiguration of main office ductwork for improved airflow and temperature control, and addition of cooling unit for a portion of the office not effectively served by the buildings ventilation system.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMR PREC. #3 MISC HVAC 1139498

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building. Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by updating or replacing end of life building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund both design and construction.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

The project will enter the planning phase in January 2021.

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is not a LEED eligible project.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** DES FMD MMR PREC. #3 MISC HVAC 1139498

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

Not applicable.

## 16. PROJECT COMPLEXITY

Project is not complex.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

Project will be implemented by FMD CPS project management staff who are experienced with managing similar scope projects

## 18. PROJECT RISKS

Project is low risk.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF PREC. #4 STANDBY POWER (DES FMD PREC.#4 STANDBY POWER) 1139505

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/31/2021 |
| **Location** | 620 West James St., Kent 98032 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 02/01/21 - 03/31/21 | $0 | $9,204 | $0 | $0 | $9,204 |
| **2 Preliminary Design** 04/01/21 - 04/30/21 | $0 | $11,076 | $0 | $0 | $11,076 |
| **3 Final Design** 05/01/21 - 07/31/21 | $0 | $43,052 | $0 | $0 | $43,052 |
| **4 Implementation** 08/01/21 - 10/31/21 | $0 | $277,625 | $0 | $0 | $277,625 |
| **5 Closeout** 11/01/21 - 11/30/21 | $0 | $5,303 | $0 | $0 | $5,303 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$346,260** | **$0** | **$0** | **$346,260** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $346,260 | $0 | $0 | $346,260 |
| **Total Revenue** | **$346,260** | **$0** | **$0** | **$346,260** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD PREC.#4 STANDBY POWER 1139505

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $9,204 | $0 | $0 | $9,204 |
| 2 Prelim Design | $0 | $0 | $11,076 | $0 | $0 | $11,076 |
| 3 Final Design | $0 | $0 | $43,052 | $0 | $0 | $43,052 |
| 4 Implementation | $0 | $0 | $277,625 | $0 | $0 | $277,625 |
| 5 Closeout | $0 | $0 | $5,303 | $0 | $0 | $5,303 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$346,260** | **$0** | **$0** | **$346,260** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $9,204 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $11,076 | $0 | $0 | $0 |
| 3 Final Design | $0 | $43,052 | $0 | $0 | $0 |
| 4 Implementation | $0 | $277,625 | $0 | $0 | $0 |
| 5 Closeout | $0 | $5,303 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$346,260** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $9,204 | $9,204 | $0 |
| 2 Preliminary Design | $0 | $11,076 | $11,076 | $0 |
| 3 Final Design | $0 | $43,052 | $43,052 | $0 |
| 4 Implementation | $0 | $277,625 | $277,625 | $0 |
| 5 Closeout | $0 | $5,303 | $5,303 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$346,260** | **$346,260** | **$0** |

**NARRATIVES** DES FMD PREC.#4 STANDBY POWER 1139505

## Current Scope

Precinct #4 Standby power - This project will replace the old generator at Precinct 4 with a new Standby Power Generator and fuel system, including transfer switch, controls, and BAS integration. New generator shall support HVAC, Lighting and Convenience power throughout the Precinct facility.

## 1. PROJECT SCOPE

Precinct #4 Standby power - This project will replace the old generator at Precinct 4 with a new Standby Power Generator and fuel system, including transfer switch, controls, and BAS integration. New generator shall support HVAC, Lighting and Convenience power throughout the Precinct facility.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD PREC.#4 STANDBY POWER 1139505

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building. Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by updating or replacing end of life building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund both design and construction.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will have no impact on the SCAP. Equipment replacement is like for like.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** DES FMD PREC.#4 STANDBY POWER 1139505

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF DC SHORELINE ROOF (DES FMD MMR DC SHORELINE ROOF) 1139506

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/30/2021 |
| **Location** | 18009 Corliss Ave N., Seattle 98133 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 02/28/21 | $0 | $11,697 | $0 | $0 | $11,697 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 03/01/21 - 06/30/21 | $0 | $76,407 | $0 | $0 | $76,407 |
| **4 Implementation** 07/01/21 - 09/30/21 | $0 | $1,498,101 | $0 | $0 | $1,498,101 |
| **5 Closeout** 10/01/21 - 12/31/21 | $0 | $12,412 | $0 | $0 | $12,412 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,598,617** | **$0** | **$0** | **$1,598,617** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $1,598,617 | $0 | $0 | $1,598,617 |
| **Total Revenue** | **$1,598,617** | **$0** | **$0** | **$1,598,617** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MMR DC SHORELINE ROOF 1139506

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $11,697 | $0 | $0 | $11,697 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $76,407 | $0 | $0 | $76,407 |
| 4 Implementation | $0 | $0 | $1,498,101 | $0 | $0 | $1,498,101 |
| 5 Closeout | $0 | $0 | $12,412 | $0 | $0 | $12,412 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,598,617** | **$0** | **$0** | **$1,598,617** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $11,697 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $76,407 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,498,101 | $0 | $0 | $0 |
| 5 Closeout | $0 | $12,412 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,598,617** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $11,697 | $11,697 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $76,407 | $76,407 | $0 |
| 4 Implementation | $0 | $1,498,101 | $1,498,101 | $0 |
| 5 Closeout | $0 | $12,412 | $12,412 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,598,617** | **$1,598,617** | **$0** |

**NARRATIVES** DES FMD MMR DC SHORELINE ROOF 1139506

## Current Scope

District Court Shoreline - The project will replace approx. 12,000 square feet of standing seam metal roof with a new like-in-kind roof covering system. The nature of the replacement is due to aging of the original system & leaking as resulted by inadequate roof slope valleys and integrations which has led to significant water intrusions causing decayed sheathing in several areas. In addition, many roof accessories including the metal flashings, trims, conductor heads, and other miscellaneous sheet metal have deteriorated. The project scope will include removal of existing roof covering, installation of new roof coverings, gutters, downspouts, vents and flashing as well as repair damages to roof structural supports and minor site work to improve drainage from rain leaders if needed.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MMR DC SHORELINE ROOF 1139506

## 1. PROJECT SCOPE

District Court Shoreline - The project will replace approx. 12,000 square feet of standing seam metal roof with a new like-in-kind roof covering system. The nature of the replacement is due to aging of the original system & leaking as resulted by inadequate roof slope valleys and integrations which has led to significant water intrusions causing decayed sheathing in several areas. In addition, many roof accessories including the metal flashings, trims, conductor heads, and other miscellaneous sheet metal have deteriorated. The project scope will include removal of existing roof covering, installation of new roof coverings, gutters, downspouts, vents and flashing as well as repair damages to roof structural supports and minor site work to improve drainage from rain leaders if needed.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building.
Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).
There were many leakages reported over years. The roof assessment was conducted and the replacement was highly recommended over the extensive repair. It is not likely cost effective to repair the roof. Replacing of the existing roof is necessary and essential to prevent further having damages to building structure. The new roof coverings will be an energy efficiency system. The project will improve indoor comfort, and reduce maintenance costs significantly.

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by correcting and identifying deficiencies, also updating the current conditions of building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund both design and construction.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

**NARRATIVES** DES FMD MMR DC SHORELINE ROOF 1139506

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The new roof coverings will align with the current energy efficient requirements and guidelines in KC Green Building and KC Strategy Climate Action Plan. The project will create positive impacts to building operation & maintenance and improve working condition at the courthouse.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF ARCHIVES BUILDING FIRE ALARM (DES FMD ARCHIVE BLD FIRE ALARM) 1139509

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/01/2021 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 02/01/21 - 03/28/21 | $0 | $3,418 | $0 | $0 | $3,418 |
| **2 Preliminary Design** 03/01/21 - 03/31/21 | $0 | $5,703 | $0 | $0 | $5,703 |
| **3 Final Design** 04/01/21 - 06/30/21 | $0 | $13,700 | $0 | $0 | $13,700 |
| **4 Implementation** 07/01/21 - 08/31/21 | $0 | $219,548 | $0 | $0 | $219,548 |
| **5 Closeout** 09/01/21 - 09/30/21 | $0 | $9,114 | $0 | $0 | $9,114 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$251,483** | **$0** | **$0** | **$251,483** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $251,483 | $0 | $0 | $251,483 |
| **Total Revenue** | **$251,483** | **$0** | **$0** | **$251,483** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD ARCHIVE BLD FIRE ALARM 1139509

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $3,418 | $0 | $0 | $3,418 |
| 2 Prelim Design | $0 | $0 | $5,703 | $0 | $0 | $5,703 |
| 3 Final Design | $0 | $0 | $13,700 | $0 | $0 | $13,700 |
| 4 Implementation | $0 | $0 | $219,548 | $0 | $0 | $219,548 |
| 5 Closeout | $0 | $0 | $9,114 | $0 | $0 | $9,114 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$251,483** | **$0** | **$0** | **$251,483** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,418 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $5,703 | $0 | $0 | $0 |
| 3 Final Design | $0 | $13,700 | $0 | $0 | $0 |
| 4 Implementation | $0 | $219,548 | $0 | $0 | $0 |
| 5 Closeout | $0 | $9,114 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$251,483** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $3,418 | $3,418 | $0 |
| 2 Preliminary Design | $0 | $5,703 | $5,703 | $0 |
| 3 Final Design | $0 | $13,700 | $13,700 | $0 |
| 4 Implementation | $0 | $219,548 | $219,548 | $0 |
| 5 Closeout | $0 | $9,114 | $9,114 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$251,483** | **$251,483** | **$0** |

**NARRATIVES** DES FMD ARCHIVE BLD FIRE ALARM 1139509

## Current Scope

Archives Building Fire Alarm - This project will replace the existing fire alarm system at the Archives Building with a new fire alarm system including panels and field devices that meet current codes.

## 1. PROJECT SCOPE

Archives Building Fire Alarm - This project will replace the existing fire alarm system at the Archives Building with a new fire alarm system including panels and field devices that meet current codes.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD ARCHIVE BLD FIRE ALARM 1139509

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building. Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by updating or replacing end of life building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund both design and construction.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will have no impact on SCAP. Low voltage equipment replacement will be like for like.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** DES FMD ARCHIVE BLD FIRE ALARM 1139509

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF BLACK RIVER FIRE ALARM (DES FMD BLACK RIVER FIRE ALARM) 1139510

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/15/2021 |
| **Location** | 900 OAKESDALE AVE SW, RENTON 98055 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/30/21 | $0 | $2,755 | $0 | $0 | $2,755 |
| **2 Preliminary Design** 02/01/21 - 03/30/21 | $0 | $4,827 | $0 | $0 | $4,827 |
| **3 Final Design** 04/01/21 - 07/31/21 | $0 | $19,310 | $0 | $0 | $19,310 |
| **4 Implementation** 08/01/21 - 10/31/21 | $0 | $224,382 | $0 | $0 | $224,382 |
| **5 Closeout** 11/01/21 - 12/30/21 | $0 | $1,836 | $0 | $0 | $1,836 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$253,110** | **$0** | **$0** | **$253,110** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $253,110 | $0 | $0 | $253,110 |
| **Total Revenue** | **$253,110** | **$0** | **$0** | **$253,110** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD BLACK RIVER FIRE ALARM 1139510

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $2,755 | $0 | $0 | $2,755 |
| 2 Prelim Design | $0 | $0 | $4,827 | $0 | $0 | $4,827 |
| 3 Final Design | $0 | $0 | $19,310 | $0 | $0 | $19,310 |
| 4 Implementation | $0 | $0 | $224,382 | $0 | $0 | $224,382 |
| 5 Closeout | $0 | $0 | $1,836 | $0 | $0 | $1,836 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$253,110** | **$0** | **$0** | **$253,110** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $2,755 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $4,827 | $0 | $0 | $0 |
| 3 Final Design | $0 | $19,310 | $0 | $0 | $0 |
| 4 Implementation | $0 | $224,382 | $0 | $0 | $0 |
| 5 Closeout | $0 | $1,836 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$253,110** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $2,755 | $2,755 | $0 |
| 2 Preliminary Design | $0 | $4,827 | $4,827 | $0 |
| 3 Final Design | $0 | $19,310 | $19,310 | $0 |
| 4 Implementation | $0 | $224,382 | $224,382 | $0 |
| 5 Closeout | $0 | $1,836 | $1,836 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$253,110** | **$253,110** | **$0** |

**NARRATIVES** DES FMD BLACK RIVER FIRE ALARM 1139510

## Current Scope

Blackriver Fire Alarm - This project includes replacement of the Fire Alarm Panel and associated fire alarm devices (smoke detectors, horn strobes, etc.) at the County's Blackriver Building located in Renton.

## 1. PROJECT SCOPE

Blackriver Fire Alarm - This project includes replacement of the Fire Alarm Panel and associated fire alarm devices (smoke detectors, horn strobes, etc.) at the County's Blackriver Building located in Renton.

## 2. PROGRAMMATIC PROJECT DISCUSSION

N/A.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD BLACK RIVER FIRE ALARM 1139510

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building. Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by updating or replacing end of life building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund both design and construction.

## 6. FUNDING AND REVENUE DISCUSSION

Streamlined Rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

This project will be in the planning phase in January 2021.

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project involves a life safety system and does not have SCAP or Sustainability related elements.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

N/A.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** DES FMD BLACK RIVER FIRE ALARM 1139510

## 15. STRATEGIC IT PLAN ALIGNMENT

N/A.

## 16. PROJECT COMPLEXITY

Project is not complex.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

Project will be implemented by CPS project management staff, implementation is expected to be routine and not difficult.

## 18. PROJECT RISKS

Project is low risk; FMD CPS project managers have successfully completed many similar projects.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF MRJC DETENTION ROOFING (DES FMD MRJC DETENTION ROOF) 1139542

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/30/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 02/01/22 - 03/31/22 | $0 | $306,296 | $0 | $0 | $306,296 |
| **4 Implementation** 04/01/22 - 09/30/22 | $0 | $8,111,994 | $0 | $0 | $8,111,994 |
| **5 Closeout** 10/01/22 - 11/30/22 | $0 | $6,549 | $0 | $0 | $6,549 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$8,424,839** | **$0** | **$0** | **$8,424,839** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $8,424,839 | $0 | $0 | $8,424,839 |
| **Total Revenue** | **$8,424,839** | **$0** | **$0** | **$8,424,839** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MRJC DETENTION ROOF 1139542

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $306,296 | $0 | $0 | $306,296 |
| 4 Implementation | $0 | $0 | $8,111,994 | $0 | $0 | $8,111,994 |
| 5 Closeout | $0 | $0 | $6,549 | $0 | $0 | $6,549 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$8,424,839** | **$0** | **$0** | **$8,424,839** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $306,296 | $0 | $0 | $0 |
| 4 Implementation | $0 | $8,111,994 | $0 | $0 | $0 |
| 5 Closeout | $0 | $6,549 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,424,839** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $306,296 | $306,296 | $0 |
| 4 Implementation | $0 | $8,111,994 | $8,111,994 | $0 |
| 5 Closeout | $0 | $6,549 | $6,549 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,424,839** | **$8,424,839** | **$0** |

**NARRATIVES** DES FMD MRJC DETENTION ROOF 1139542

## Current Scope

MRJC Detention Roofing - This project will replace the existing roof on the MRJC Detention building and Central plant. Accommodations for solar panel installations will be coordinated with PSE to the greatest extent possible.

## 1. PROJECT SCOPE

MRJC Detention Roofing - This project will replace the existing roof on the MRJC Detention building and Central plant. Accommodations for solar panel installations will be coordinated with PSE to the greatest extent possible.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MRJC DETENTION ROOF 1139542

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building. Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by updating or replacing end of life building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avert failure of the system in the near term. The project improves an important system in an occupied facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund both design and construction.

## 6. FUNDING AND REVENUE DISCUSSION

This project will be financed by barrowing additional funds outside of the normal MMRF funding- Bond Proceeds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

PSE is currently planning to install solar panels on the MRJC Detention roof under a separate program. This project will coordinate installing roof anchors for the panels to the greatest extent possible.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MRJC DETENTION ROOF 1139542

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF DETENTION CAMERA RENEWAL (DES FMD MRJC MDTE CAMERA RENWL) 1139543

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 11/30/2021 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/21 - 02/28/21 | $0 | $170,448 | $0 | $0 | $170,448 |
| **4 Implementation** 03/01/21 - 11/30/21 | $0 | $2,451,552 | $0 | $0 | $2,451,552 |
| **5 Closeout** 12/01/21 - 01/31/22 | $0 | $23,167 | $0 | $0 | $23,167 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,645,167** | **$0** | **$0** | **$2,645,167** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $2,645,167 | $0 | $0 | $2,645,167 |
| **Total Revenue** | **$2,645,167** | **$0** | **$0** | **$2,645,167** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MRJC MDTE CAMERA RENWL 1139543

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $170,448 | $0 | $0 | $170,448 |
| 4 Implementation | $0 | $0 | $2,451,552 | $0 | $0 | $2,451,552 |
| 5 Closeout | $0 | $0 | $23,167 | $0 | $0 | $23,167 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,645,167** | **$0** | **$0** | **$2,645,167** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $170,448 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,451,552 | $0 | $0 | $0 |
| 5 Closeout | $0 | $23,167 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,645,167** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $170,448 | $170,448 | $0 |
| 4 Implementation | $0 | $2,451,552 | $2,451,552 | $0 |
| 5 Closeout | $0 | $23,167 | $23,167 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,645,167** | **$2,645,167** | **$0** |

**NARRATIVES** DES FMD MRJC MDTE CAMERA RENWL 1139543

## Current Scope

MRJC Detention Camera Renewal - Phase Two - Digital Camera and cabling replacement of 240 existing cameras. And Additional 300 digital cameras and cabling. This project will continue the phased renewal of MRJC control systems. The camera system are the eyes of detention control. This 8 year old system is obsolete and very expensive and time consuming to maintain. In addition it does not provide a standard of resolution and facial recognition needed to support internal investigations and defend liability claims. This appropriation will renew the camera and video system and integrate it with other control systems.

## 1. PROJECT SCOPE

MRJC Detention Camera Renewal - Phase Two - Digital Camera and cabling replacement of 240 existing cameras. And Additional 300 digital cameras and cabling. This project will continue the phased renewal of MRJC control systems. The camera system are the eyes of detention control. This 8 year old system is obsolete and very expensive and time consuming to maintain. In addition it does not provide a standard of resolution and facial recognition needed to support internal investigations and defend liability claims. This appropriation will renew the camera and video system and integrate it with other control systems.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MRJC MDTE CAMERA RENWL 1139543

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building. Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by updating or replacing end of life building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avoid additional failure of the system in the near term. The project improves a critical system in an occupied detention facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund construction.

## 6. FUNDING AND REVENUE DISCUSSION

Bond Proceeds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

This CAP is for the construction of the replacement camera system. Phase one funding provided the design budget.

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 2, 3, and 4 above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This is an electronics project that controls movement in detention facility. It has virtually no impact on climate.

**NARRATIVES** DES FMD MRJC MDTE CAMERA RENWL 1139543

## 14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MMRF MRJC HVAC/ ELECT SYSTEM REPL (DES FMD MRJC HVAC/ELECT SYS RE) 1139544

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3421 MJR MNTNCE RSRV SUB-FUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 02/04/2025 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/11/21 - 02/14/22 | $0 | $1,353,562 | $0 | $0 | $1,353,562 |
| **3 Final Design** 02/15/22 - 07/24/22 | $0 | $4,502,153 | $0 | $0 | $4,502,153 |
| **4 Implementation** 07/25/22 - 02/04/25 | $0 | $0 | $44,467,564 | $0 | $44,467,564 |
| **5 Closeout** 02/05/25 - 06/30/25 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$5,855,715** | **$44,467,564** | **$0** | **$50,323,279** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $5,855,715 | $44,467,564 | $0 | $50,323,279 |
| **Total Revenue** | **$5,855,715** | **$44,467,564** | **$0** | **$50,323,279** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD MRJC HVAC/ELECT SYS RE 1139544

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $1,353,562 | $0 | $0 | $1,353,562 |
| 3 Final Design | $0 | $0 | $4,502,153 | $0 | $0 | $4,502,153 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$5,855,715** | **$0** | **$0** | **$5,855,715** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,353,562 | $0 | $0 | $0 |
| 3 Final Design | $0 | $4,502,153 | $0 | $0 | $0 |
| 4 Implementation | $0 | | $0 | $0 | $0 |
| 5 Closeout | $0 | | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,855,715** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,353,562 | $1,353,562 | $0 |
| 3 Final Design | $0 | $4,502,153 | $4,502,153 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,855,715** | **$5,855,715** | **$0** |

**NARRATIVES** DES FMD MRJC HVAC/ELECT SYS RE 1139544

## Current Scope

MRJC HVAC / Elect System Replacement - This project will renovate the HVAC system at the MRJC Detention, Parking Garage and Courthouse. In addition, electrical panels will also be replace as needed to support the new mechanical equipment. This project will be completed in phases to insure the buildings remain operational during the installation.

## 1. PROJECT SCOPE

MRJC HVAC / Elect System Replacement - This project will renovate the HVAC system at the MRJC Detention, Parking Garage and Courthouse. In addition, electrical panels will also be replace as needed to support the new mechanical equipment. This project will be completed in phases to insure the buildings remain operational during the installation.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD MRJC HVAC/ELECT SYS RE 1139544

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building.

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the MMRF program, by updating or replacing end of life building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested now to avoid additional failure of the system in the near term. The project improves a critical system in an occupied detention facility. The budget was determined by field verification of conditions and project scope and priced with current construction costs and uniform factors for design and administration of this type of project. The project budget will fund construction.

## 6. FUNDING AND REVENUE DISCUSSION

The funding source for this project is outside of the normal MMRF budget and will be funded by barrowing- Bond Proceeds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Renewal of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the risk of system failure and likely increase the cost in the future. Because this budget repairs/replaces an important system in an occupied facility, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 2, 3, and 4 above.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will increase the energy efficiency of the MRJC and will comply with the energy goals of the County.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** DES FMD MRJC HVAC/ELECT SYS RE 1139544

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLOS RDMND/RDMND WTRSHD TR 1048391

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3521 OS KC BONDED SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West of Redmond Ridge Watershed Preserve |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $442,369 | ($286,399) | $0 | $0 | $155,970 |
| **Total Budget** | **$442,369** | **($286,399)** | **$0** | **$0** | **$155,970** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | ($286,399) | $0 | $0 | ($286,399) |
| **Total Revenue** | **($286,399)** | **$0** | **$0** | **($286,399)** |

### EXPENSE WLOS RDMND/RDMND WTRSHD TR 1048391

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $9,234 | $0 | $0 | $0 | $0 | $9,234 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $146,736 | $0 | $0 | $0 | $0 | $146,736 |
| **Total Expense** | **$155,970** | **$0** | **$0** | **$0** | **$0** | **$155,970** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $9,234 | $9,234 | $0 | $9,234 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $146,736 | $146,736 | $442,369 | $146,736 |
| **Total** | **$0** | **$155,970** | **$155,970** | **$442,369** | **$155,970** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($9,234) | $0 | $0 | ($9,234) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $295,633 | ($286,399) | $0 | $9,234 |
| **Total** | **$286,399** | **($286,399)** | **$0** | **$0** |

## NARRATIVES

WLOS RDMND/RDMND WTRSHD TR 1048391

### Current Scope

Redmond to Redmond Watershed Trail - Obtain a trail easement along what is called the Redmond to Redmond Trail. This portion of the PSE corridor runs from Farrel-McWhirter Park to Redmond Road. This is a very significant east/west trail connection point for the area and would connect the Sammamish River Trail to the Redmond Ridge Trail network. Completing this connection would increase recreation opportunities for equestrians, walkers and bike riders.

### 1. PROJECT SCOPE

Redmond to Redmond Watershed Trail - Obtain a trail easement along what is called the Redmond to Redmond Trail. This portion of the PSE corridor runs from Farrel-McWhirter Park to Redmond Road. This is a very significant east/west trail connection point for the area and would connect the Sammamish River Trail to the Redmond Ridge Trail network. Completing this connection would increase recreation opportunities for equestrians, walkers and bike riders.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Funds from the issuance of the 1989 King County Bond are to be used to preserve and protect open lands throughout the County. Proposed acquisitions will preserve wildlife, enhance scenic vistas, provide access to water, and provide open spaces in the midst of urban congestion. Trail additions will connect virtually all of the cities in King County to a regional trail system and trails within the suburban cities will add linkages to individual parks and neighborhoods.

### 4. PROJECT BENEFITS/OUTCOMES

This project will preserve wildlife, enhance scenic vistas, and add to the regional trail system and add linkages to individual parks and neighborhoods.

# Capital Appropriation Proposal



**NARRATIVES** WLOS RDMND/RDMND WTRSHD TR 1048391

## 5. BUDGET REQUEST BASIS

After several unsuccessful attempts to acquire rights to property, this project is being abandoned. Funds will be transferred to Fund 3151 Conservation Futures and allocated by the Conservation Futures Advisory Committee as part of the 2021 allocation following council approval. Following the reallocation, the plan is to close fund 3521.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Conservation Futures Levy through a 1989 King County Open Space Bond issue.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Project abandoned.

## 9. ALTERNATIVES ANALYSIS

Alternative would be to abandon project, however that would be unwarranted, because there are willing sellers.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies involved with this project.

## 11. ART ELIGIBILITY

This project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Urban and rural open space acquisition projects help King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years. The projects help King County and its cities meet countywide GHG emissions reduction targets and adequately prepare for the impacts of climate change through permanently conserving remaining high priority farm, forest, and other open spaces. Climate change response benefits of CFT-funded open space acquisitions include reduced trip distances by providing close to home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLOS GRANT CONTINGENCY 1047267

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3522 OS KC NON BND FND SUBFUND |
| **Class Code** | WLOS GRANT CONTINGENCY |
| **Substantial Completion** | |
| **Location** | Multiple-TBD |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $80,323 | $0 | $0 | $0 | $80,323 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/14 - 12/31/26 | $32,454,267 | $4,930,000 | $4,900,000 | $4,400,000 | $46,684,267 |
| **Total Budget** | **$32,534,590** | **$4,930,000** | **$4,900,000** | **$4,400,000** | **$46,764,590** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33708 - INTERLOCAL GRANTS OTHER** | $1,900,000 | $1,400,000 | $650,000 | $3,950,000 |
| **42006 - AQUATIC LANDS ENHANCEMENT** | $650,000 | $0 | $450,000 | $1,100,000 |
| **42009 - SALMON RECOV FUND BOARD** | $2,300,000 | $3,200,000 | $3,300,000 | $8,800,000 |
| **42010 - WA STATE REC CONSRVTN OFFICE (RCO)** | $80,000 | $300,000 | $0 | $380,000 |
| **Total Revenue** | **$4,930,000** | **$4,900,000** | **$4,400,000** | **$14,230,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLOS GRANT CONTINGENCY 1047267

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $14,742 | $0 | $0 | $0 | $0 | $14,742 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $26,540 | $0 | $0 | $0 | $0 | $26,540 |
| 4 Implementation | $82,666 | $0 | $0 | ($1) | $0 | $82,665 |
| 5 Closeout | $9,373,939 | $0 | $0 | $0 | $0 | $9,373,939 |
| 6 Acquisition | $15,591,992 | $1,590,055 | $5,363,333 | $6,086,667 | $4,676,000 | $33,308,047 |
| **Total Expense** | **$25,089,878** | **$1,590,055** | **$5,363,333** | **$6,086,666** | **$4,676,000** | **$42,805,932** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $14,742 | $14,742 | $0 | $14,742 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $26,540 | $26,540 | $0 | $26,540 |
| 4 Implementation | $0 | $82,665 | $82,666 | $80,323 | $82,666 |
| 5 Closeout | $0 | $9,373,939 | $9,373,939 | $0 | $9,373,939 |
| 6 Acquisition | $0 | $34,476,201 | $16,506,362 | $32,454,267 | $17,182,047 |
| **Total** | **$0** | **$43,974,087** | **$26,004,249** | **$32,534,590** | **$26,679,934** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($14,742) | $0 | $0 | ($14,742) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | ($26,540) | $0 | $0 | ($26,540) |
| 4 Implementation | ($2,342) | $0 | $0 | ($2,342) |
| 5 Closeout | ($9,373,939) | $0 | $0 | ($9,373,939) |
| 6 Acquisition | $15,272,220 | $4,930,000 | $5,363,333 | $14,838,887 |
| **Total** | **$5,854,657** | **$4,930,000** | **$5,363,333** | **$5,421,324** |

**NARRATIVES** WLOS GRANT CONTINGENCY 1047267

## Current Scope

Grant Contingency - The Open Space Grant Contingency project holds spending authority pending receipt of signed federal and state grants and interlocal agreements. Budget is activated in individual projects only after a signed agreement is received.

## 1. PROJECT SCOPE

Grant Contingency - The Open Space Grant Contingency project holds spending authority pending receipt of signed federal and state grants and interlocal agreements. Budget is activated in individual projects only after a signed agreement is received.

## 2. PROGRAMMATIC PROJECT DISCUSSION

Open Space Non-Bonded Sub-fund is used for open space acquisitions or open space easements and is funded primarily by State and Federal grants. Properties are acquired in partnership with WA Recreation and Conservation Office (RCO), the Department of Ecology (DOE), and Flood District Cooperative Watershed Management (CWM) grants. Matching funds come primarily from Conservation Futures Tax and Parks Levy taxes.

# Capital Appropriation Proposal



**NARRATIVES** WLOS GRANT CONTINGENCY 1047267

## 3. PROJECT JUSTIFICATION

By having spending authority available, the division is able to begin project work immediately upon receipt of the agreement. These grants funding provide match funding to leverage additional contributions from other sources.

## 4. PROJECT BENEFITS/OUTCOMES

Goals are almost always based on protecting Chinook and steelhead habitat, creating opportunities for future restoration, and preserving water quality. King County maintains lists of high-priority parcels throughout the county that are associated with salmon habitat objectives; the particular sequencing of acquisitions from among high-priority parcels is often driven by landowner willingness and the county's financial readiness to act on the opportunity.

## 5. BUDGET REQUEST BASIS

The Open Space Grant Contingency project holds spending authority pending receipt of signed federal and state grants and interlocal agreements. Budget is activated in individual projects only after a signed agreement is received.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by revenues from federal, state, and interlocal agreements.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

No, this project is not eligible for 1% Art. Project is for real estate acquisition only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Open to general public.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Climate change response benefits of open space acquisitions include reduced trip distances by providing close-to-home open spaces; the capture of C02 emissions in trees and other site vegetation; and reducing anticipated future flooding impacts through preserving or increasing flood storage capacity.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WLOS GRANT CONTINGENCY 1047267

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS BASS/BEAVER/DANDY LK-PEL 1044588

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/31/2021 |
| **Location** | The Bass Lake Complex is located between Black Diamond and Enumclaw |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $500,000 | $0 | $0 | $500,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $2,180,677 | $0 | $0 | $0 | $2,180,677 |
| **Total Budget** | **$2,180,677** | **$500,000** | **$0** | **$0** | **$2,680,677** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $500,000 | $0 | $0 | $500,000 |
| **Total Revenue** | **$500,000** | **$0** | **$0** | **$500,000** |

### EXPENSE PKS BASS/BEAVER/DANDY LK-PEL 1044588

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,015 | $0 | $0 | $0 | $0 | $1,015 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $2,742 | $0 | $0 | $0 | $0 | $2,742 |
| **6 Acquisition** | $1,945,404 | $210,000 | $521,000 | $0 | $0 | $2,676,404 |
| **Total Expense** | **$1,949,161** | **$210,000** | **$521,000** | **$0** | **$0** | **$2,680,161** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,015 | $1,015 | $0 | $1,015 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $7,143 | $0 | $0 |
| 5 Closeout | $0 | $2,742 | $7,953 | $0 | $2,742 |
| 6 Acquisition | $0 | $3,275,404 | $2,101,980 | $2,180,677 | $2,155,404 |
| **Total** | **$0** | **$3,279,161** | **$2,118,091** | **$2,180,677** | **$2,159,161** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,015) | $0 | $0 | ($1,015) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $500,000 | $0 | $500,000 |
| 5 Closeout | ($2,742) | $0 | $0 | ($2,742) |
| 6 Acquisition | $25,273 | $0 | $521,000 | ($495,727) |
| **Total** | **$21,516** | **$500,000** | **$521,000** | **$516** |

## NARRATIVES

PKS BASS/BEAVER/DANDY LK-PEL 1044588

### Current Scope

Bass Lake Complex Acquisition - This project will support a vision to connect the Bass Lake Complex Natural Area to the Green River Gorge by acquiring vacant forested parcels that connect two major public land systems.

### 1. PROJECT SCOPE

Bass Lake Complex Acquisition - This project will support a vision to connect the Bass Lake Complex Natural Area to the Green River Gorge by acquiring vacant forested parcels that connect two major public land systems.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

While recent awards at Bass Lake Complex have protected the lakes and Crisp Creek corridor, the current application focuses on acquiring vacant forested parcels that connect two major public land systems.The habitat on the primary targets ranges from a remnant old-growth stand to wetlands to a recent clear-cut.

### 4. PROJECT BENEFITS/OUTCOMES

This project adds to protected lands at Bass Lake Complex Natural Area, which includes three lakes, a large wetland system, Cristy Creek, and forested uplands.This system supports high bird species diversity and wildlife habitat.The site has backcountry trails used by local residents, and these parcel connect the natural area to Washington State Parks land along the Green River Gorge.

### 5. BUDGET REQUEST BASIS

The Committee recommends partial funding of $1,000,000 total, consisting of $500,000 CFT in bond dollars and $500,000 Parks Levy dollars, to purchase approximately 90 acres over four parcels owned by one landowner. The Committee anticipates an additional request for funding next year for the remaining parcels.

**NARRATIVES** PKS BASS/BEAVER/DANDY LK-PEL 1044588

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Recreation, Trails and Open Space Levy includes an annual, inflation-adjusted allotment for stewardship of newly acquired natural lands.

## 8. PROJECT STATUS

King County is expected to close on the four parcels at the end of 2020 or beginning of 2021, using 2021 CFT and PL dollars, and some residual funds.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

South King County does not have the parks, open space, and trails that exist in north and central KC. This acquisition would help correct that discrepancy.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands_x000D_.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS BEAR CREEK WATERWAYS 1044590

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Bear Creek |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $2,640,593 | $450,000 | $0 | $0 | $3,090,593 |
| **Total Budget** | **$2,640,593** | **$450,000** | **$0** | **$0** | **$3,090,593** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $450,000 | $0 | $0 | $450,000 |
| **Total Revenue** | **$450,000** | **$0** | **$0** | **$450,000** |

### EXPENSE PKS BEAR CREEK WATERWAYS 1044590

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,304 | $0 | $0 | $0 | $0 | $1,304 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,603 | $1,991 | $0 | $0 | $0 | $4,594 |
| **5 Closeout** | $2,206 | $0 | $0 | $0 | $0 | $2,206 |
| **6 Acquisition** | $2,214,402 | $385,594 | $482,493 | $0 | $0 | $3,082,489 |
| **Total Expense** | **$2,220,515** | **$387,585** | **$482,493** | **$0** | **$0** | **$3,090,593** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $1,304 | $1,304 | $0 | $1,304 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $4,594 | $5,765 | $0 | $4,594 |
| **5 Closeout** | $0 | $2,206 | $2,206 | $0 | $2,206 |
| **6 Acquisition** | $0 | $3,082,489 | $2,214,996 | $2,640,593 | $2,599,996 |
| **Total** | **$0** | **$3,090,593** | **$2,224,271** | **$2,640,593** | **$2,608,100** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | ($1,304) | $0 | $0 | ($1,304) |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | ($4,594) | $0 | $0 | ($4,594) |
| **5 Closeout** | ($2,206) | $0 | $0 | ($2,206) |
| **6 Acquisition** | $40,597 | $450,000 | $482,493 | $8,104 |
| **Total** | **$32,493** | **$450,000** | **$482,493** | **$0** |

## NARRATIVES

PKS BEAR CREEK WATERWAYS 1044590

### Current Scope

Bear Creek Waterways - This project will acquire properties in the Bear Creek watershed to fill gaps in public ownership along creeks, provide open space connectivity, and preserve regionally significant Chinook spawning habitat.

### 1. PROJECT SCOPE

Bear Creek Waterways - This project will acquire properties in the Bear Creek watershed to fill gaps in public ownership along creeks, provide open space connectivity, and preserve regionally significant Chinook spawning habitat.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Acquisition of land in the Bear Creek Basin is an identified priority in the WRIA 8 Chinook Recovery Plan and 2017 Plan update, in the Bear Creek Waterways 2000 program, and in the Sammamish Watershed Forum priority projects.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

The project scope targets up to 14 acres, including several King County Roads surplus properties, portions of larger parcels along Bear Creek that will enable habitat restoration projects, and a parcel within a set of lands that represents the largest remaining opportunity to protect existing high-quality Chinook habitat on Cottage Lake Creek.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS BEAR CREEK WATERWAYS 1044590

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

The County is in ongoing negotiations and landowner engagement on parcels in scope.2026069008: landowner is in process of determining their options for lot line adjustment and acquisition may be delayed.0826069090 acquisition requires an interim step prior to County Council approval to accept this donation.1625069088 is a donation parcel that is expected to be inventory next month.3026069062 is expected to be in inventory late summer or early fall 2020.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS CAPITAL PROJECT OVERSIGHT 1044592

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $15,140 | $0 | $0 | $0 | $15,140 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/22 | $151,033 | $57,687 | $0 | $0 | $208,720 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$166,173** | **$57,687** | **$0** | **$0** | **$223,860** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | $57,687 | $0 | $0 | $57,687 |
| **Total Revenue** | **$57,687** | **$0** | **$0** | **$57,687** |

### EXPENSE PKS CAPITAL PROJECT OVERSIGHT 1044592

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $126,285 | $0 | $57,687 | $0 | $0 | $183,972 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$126,285** | **$0** | **$57,687** | **$0** | **$0** | **$183,972** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $15,140 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $126,285 | $151,033 | $126,285 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$126,285** | **$166,173** | **$126,285** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $15,140 | $0 | $0 | $15,140 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $24,748 | $57,687 | $57,687 | $24,748 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$39,888** | **$57,687** | **$57,687** | **$39,888** |

## NARRATIVES

PKS CAPITAL PROJECT OVERSIGHT 1044592

### Current Scope

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 1. PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Budget appropriation supports the cost of capital project oversight work by the King County Auditor, based on the allocation formula.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** PKS CAPITAL PROJECT OVERSIGHT 1044592

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS COUGAR MTN PRECIPICE TRL 1044596

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Adjacent to Cougar Mountain Regional Wildland Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $11,523 | $0 | $0 | $0 | $11,523 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $2,968,227 | $300,000 | $0 | $0 | $3,268,227 |
| **Total Budget** | **$2,979,750** | **$300,000** | **$0** | **$0** | **$3,279,750** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $300,000 | $0 | $0 | $300,000 |
| **Total Revenue** | **$300,000** | **$0** | **$0** | **$300,000** |

### EXPENSE PKS COUGAR MTN PRECIPICE TRL 1044596

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,836 | $0 | $0 | $0 | $0 | $1,836 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,342 | $0 | $0 | $0 | $0 | $2,342 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $2,717,941 | $257,632 | $300,000 | $0 | $0 | $3,275,573 |
| **Total Expense** | **$2,722,118** | **$257,632** | **$300,000** | **$0** | **$0** | **$3,279,750** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,836 | $1,836 | $0 | $1,836 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $11,523 | $0 |
| 4 Implementation | $0 | $2,342 | $2,342 | $0 | $2,342 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $3,275,573 | $2,717,941 | $2,968,227 | $2,975,573 |
| **Total** | **$0** | **$3,279,750** | **$2,722,119** | **$2,979,750** | **$2,979,751** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,836) | $0 | $0 | ($1,836) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $11,523 | $0 | $0 | $11,523 |
| 4 Implementation | ($2,341) | $0 | $0 | ($2,341) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | ($7,345) | $300,000 | $300,000 | ($7,345) |
| **Total** | **$1** | **$300,000** | **$300,000** | **$1** |

## NARRATIVES

PKS COUGAR MTN PRECIPICE TRL 1044596

### Current Scope

Cougar Mountain Precipice Trail - This project will acquire undeveloped, forested land adjacent to Cougar Mountain Regional Wildland Park.

### 1. PROJECT SCOPE

Cougar Mountain Precipice Trail - This project will acquire undeveloped, forested land adjacent to Cougar Mountain Regional Wildland Park.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Acquisition of these properties would protect remaining undeveloped parcels on the edges of Cougar Mountain. Cougar Mountain expansion has been a long-term priority for King County Parks and is supported by the City of Issaquah, Mountains to Sound Greenway Trust and other local conservation organizations. The contiguous open space across Cougar Mountain, Squak Mountain and Tiger Mountain provides important wildlife habitat and recreational opportunities outside of Bellevue and Issaquah.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

Cougar Mountain expansion has been a long-term priority for King County Parks, and this project will acquire approximately 81 acres, including DeLeo Wall on southwest Cougar Mountain (working in partnership with Newcastle which received CFT funding last year toward the purchase), and additional targets on the northeast portion of Cougar Mountain. Past Parks Levy cash and land match will contribute toward the project.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS COUGAR MTN PRECIPICE TRL 1044596

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Recreation, Trails and Open Space Levy includes an annual, inflation-adjusted allotment for stewardship of newly acquired natural lands.

## 8. PROJECT STATUS

King County Parks staff are in negotiations with property owners. Properties have been appraised.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division

## 11. ART ELIGIBILITY

Open Space Acquisition_x000D_

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:E Lake Samm Trail 1044600

Master Project, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:E LAKE SAMM TRAIL |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $372,799 | $0 | $0 | $0 | $372,799 |
| **2 Preliminary Design** | $6 | $0 | $0 | $0 | $6 |
| **3 Final Design** | $18,691,580 | $0 | $0 | $0 | $18,691,580 |
| **4 Implementation** | $42,628,486 | $45,005,206 | $0 | $0 | $87,633,692 |
| **5 Closeout** | $125,836 | $0 | $0 | $0 | $125,836 |
| **6 Acquisition** | $6 | $0 | $0 | $0 | $6 |
| **Total Budget** | **$61,818,713** | **$45,005,206** | **$0** | **$0** | **$106,823,919** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $445,596 | $0 | $0 | $445,596 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $44,005,206 | $0 | $0 | $44,005,206 |
| **36999 - OTHER MISC REVENUE** | $1,000,000 | $0 | $0 | $1,000,000 |
| **Total Revenue** | **$45,005,206** | **$0** | **$0** | **$45,005,206** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS M:E Lake Samm Trail 1044600

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $3,732,063 | $250,000 | $0 | $0 | $0 | $3,982,063 |
| 2 Prelim Design | $396,202 | $0 | $0 | $0 | $0 | $396,202 |
| 3 Final Design | $8,110,808 | $1,970,000 | $0 | $0 | $0 | $10,080,808 |
| 4 Implementation | $38,100,357 | $275,000 | $41,049,514 | $12,275,784 | $0 | $91,700,655 |
| 5 Closeout | $432,446 | $5,000 | $0 | $0 | $0 | $437,446 |
| 6 Acquisition | $226,747 | $0 | $0 | $0 | $0 | $226,747 |
| **Total Expense** | **$50,998,623** | **$2,500,000** | **$41,049,514** | **$12,275,784** | **$0** | **$106,823,921** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,982,063 | $3,965,816 | $372,799 | $3,982,063 |
| 2 Preliminary Design | $0 | $396,202 | $396,202 | $6 | $396,202 |
| 3 Final Design | $0 | $10,080,808 | $8,357,161 | $18,691,580 | $10,080,808 |
| 4 Implementation | $0 | $86,761,636 | $38,414,674 | $42,628,486 | $38,375,357 |
| 5 Closeout | $0 | $437,446 | $432,710 | $125,836 | $437,446 |
| 6 Acquisition | $0 | $226,747 | $226,747 | $6 | $226,747 |
| **Total** | **$0** | **$101,884,902** | **$51,793,310** | **$61,818,713** | **$53,498,623** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($3,609,264) | $0 | $0 | ($3,609,264) |
| 2 Preliminary Design | ($396,196) | $0 | $0 | ($396,196) |
| 3 Final Design | $8,610,772 | $0 | $0 | $8,610,772 |
| 4 Implementation | $4,253,129 | $45,005,206 | $41,049,514 | $8,208,821 |
| 5 Closeout | ($311,610) | $0 | $0 | ($311,610) |
| 6 Acquisition | ($226,741) | $0 | $0 | ($226,741) |
| **Total** | **$8,320,090** | **$45,005,206** | **$41,049,514** | **$12,275,782** |

**NARRATIVES** PKS M:E Lake Samm Trail 1044600

## Current Scope

East Lake Sammamish Trail (ELST) - The purpose of the ELST project is to design and construct an alternative non-motorized transportation corridor and a multi-use recreational trail along the 11 mile former railroad corridor on the east side of Lake Sammamish.

## 1. PROJECT SCOPE

East Lake Sammamish Trail (ELST) - The purpose of the ELST project is to design and construct an alternative non-motorized transportation corridor and a multi-use recreational trail along the 11 mile former railroad corridor on the east side of Lake Sammamish.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** PKS M:E Lake Samm Trail 1044600

## 3. PROJECT JUSTIFICATION

Development of King County's Regional Trails System is a key component of the Parks Division's Business Plan. Paved, multi-use trails with soft-surface shoulders have the highest degree of accessibility for people of all ages and abilities and provide for a wide variety of uses. Currently, the ELST is a 3.5-mile missing link in the regional trail system serving the north and east portions of King County. The South Sammamish segment is the last and most challenging segment of the corridor to be constructed. The remaining segment are the final trail phases of a multi-phase Master Plan trail that will complete the entire 11-mile trail corridor and directly connect the cities of Redmond, Sammamish, and Issaquah to the new 2025 opening of the Sound Transit Light Rail Station near Marymoor. The ELST is a vital part of a 44-mile urban, regional trail system extending from Puget Sound in Seattle to the Cascade Foothills.

## 4. PROJECT BENEFITS/OUTCOMES

When complete this 2021-2022 appropriation will add 1.65 miles of regional trail to the network.

## 5. BUDGET REQUEST BASIS

The $45 million request will fund construction of the remaining 3.65 miles of the South Sammamish B segment. The requested budget is based on a detailed engineer's estimate, past experience with previous segments of the project, and on contractual commitments for design, permitting, and engineering. The legal cost budget is based on estimates from the Prosecuting Attorney's Office based on current anticipated project needs.

## 6. FUNDING AND REVENUE DISCUSSION

As part of the 2021-2022 budget ELST Seg B has requested advanced appropriation of Levy Proceeds ($14,945,628) in a revised timeline proposal.
$10,105,628 in repurposed levy proceeds from the following projects:
*$1,510,000 - Marymoor Park (#1123996)
*$2,166,700 - Capital Improvements for Existing Regional Trails (RTS) (#1121455)
*$6,428,928 - Future levy proceeds for CIP for Existing RTS (#1121455)
(these adjustments shown in 2021-22 CAP forms for the respective projects)

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

The ELST corridor is being designed and constructed in segments, based on budget availability. Construction of the Redmond, Issaquah and North Sammamish and Sammamish “A” segments are complete.Design of South Sammamish Segment B is nearing completion and construction is anticipated to begin on the first 1.65 mile portion in early 2021 pending the outcome of permit appeals.Implementation funding for the remaining 2.0 mile segment from Mint Grove to Inglewood Hill Road will be in 2023-24 Biennium Budget.

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis was done as part of the master plan for the ELST.

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit local communities and all individuals that use these facilities.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:E Lake Samm Trail 1044600

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted as applicable.
Parks seeks to minimize its impact on the environment by diverting construction and demolition waste from landfills as well planning for sustainability through design and implementation. By facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M: FOOTHILLS REGIONAL TRL 1044668

Master Project, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M: FOOTHILLS REGIONAL TRL |
| **Substantial Completion** | 12/31/2023 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $48,806 | $0 | $0 | $0 | $48,806 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $701,500 | $0 | $0 | $0 | $701,500 |
| **4 Implementation** | $13,722,705 | $8,501,650 | $0 | $0 | $22,224,355 |
| **5 Closeout** | $38,084 | $0 | $0 | $0 | $38,084 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$14,511,095** | **$8,501,650** | **$0** | **$0** | **$23,012,745** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $84,175 | $0 | $0 | $84,175 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $6,105,650 | $90,413 | $45,207 | $6,241,270 |
| **36999 - OTHER MISC REVENUE** | $396,000 | $0 | $0 | $396,000 |
| **39789 - CONTRIB REET #1** | $2,000,000 | $0 | $0 | $2,000,000 |
| **Total Revenue** | **$8,501,650** | **$90,413** | **$45,207** | **$8,637,270** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS M: FOOTHILLS REGIONAL TRL 1044668

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $364,055 | $0 | $0 | $0 | $0 | $364,055 |
| 2 Prelim Design | $724,664 | $0 | $0 | $0 | $0 | $724,664 |
| 3 Final Design | $2,451,700 | $500,000 | $2,107,000 | $0 | $0 | $5,058,700 |
| 4 Implementation | $3,733,789 | $1,200,000 | $11,810,019 | $0 | $0 | $16,743,808 |
| 5 Closeout | $5,594 | $50,000 | $0 | $50,000 | $0 | $105,594 |
| 6 Acquisition | $15,925 | $0 | $0 | $0 | $0 | $15,925 |
| **Total Expense** | **$7,295,727** | **$1,750,000** | **$13,917,019** | **$50,000** | **$0** | **$23,012,746** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $89,581 | $364,055 | $379,778 | $48,806 | $364,055 |
| 2 Preliminary Design | $289,542 | $724,664 | $932,134 | $0 | $724,664 |
| 3 Final Design | $1,258,144 | $5,058,700 | $2,739,438 | $701,500 | $2,951,700 |
| 4 Implementation | $7,642,366 | $13,633,789 | $4,299,014 | $13,722,705 | $4,933,789 |
| 5 Closeout | $39,529 | $105,594 | $5,594 | $38,084 | $55,594 |
| 6 Acquisition | $0 | $15,925 | $15,925 | $0 | $15,925 |
| **Total** | **$9,319,162** | **$19,902,727** | **$8,371,883** | **$14,511,095** | **$9,045,727** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($315,249) | $0 | $0 | ($315,249) |
| 2 Preliminary Design | ($724,664) | $0 | $0 | ($724,664) |
| 3 Final Design | ($2,250,200) | $0 | $2,107,000 | ($4,357,200) |
| 4 Implementation | $8,788,916 | $8,501,650 | $11,810,019 | $5,480,547 |
| 5 Closeout | ($17,510) | $0 | $0 | ($17,510) |
| 6 Acquisition | ($15,925) | $0 | $0 | ($15,925) |
| **Total** | **$5,465,368** | **$8,501,650** | **$13,917,019** | **$49,999** |

**NARRATIVES** PKS M: FOOTHILLS REGIONAL TRL 1044668

## Current Scope

Foothills Regional Trail - This project will connect the Foothills Trail system in Pierce County to the Foothills Trail in King County. The project has been segmented into two separate projects in order to meet environmental, safety and budget constraints. Segment A will leaves from 252nd St.in Enumclaw and extends 0.8 mile to just south of the Boise Creek bridge. Segment B includes 0.3 miles of trail and includes a new bridge crossing the White River. It will begin at the Boise Creek bridge terminus and continue across Mud Mountain Road to the White River, including crossing of the river.

## 1. PROJECT SCOPE

Foothills Regional Trail - This project will connect the Foothills Trail system in Pierce County to the Foothills Trail in King County. The project has been segmented into two separate projects in order to meet environmental, safety and budget constraints. Segment A will leaves from 252nd St.in Enumclaw and extends 0.8 mile to just south of the Boise Creek bridge. Segment B includes 0.3 miles of trail and includes a new bridge crossing the White River. It will begin at the Boise Creek bridge terminus and continue across Mud Mountain Road to the White River, including crossing of the river.

# Capital Appropriation Proposal



**NARRATIVES** PKS M: FOOTHILLS REGIONAL TRL 1044668

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project, when completed, will connect the King County and Pierce County Regional Trail networks and is a partnership between King County Parks, the cities of Enumclaw, Buckley, and Pierce County.It was formed to pursue grant funding and complete a connection with the Pierce County trail system.

## 4. PROJECT BENEFITS/OUTCOMES

The completion of Segment B of the Foothills trail will add the missing link of the trail (.3 mi) including a new bridge to connect King County's Foothill Trail to the 21 miles of Foothills trail in Pierce County.

## 5. BUDGET REQUEST BASIS

This appropriation is for the implementation phase of Segment B, including the White River Bridge. The budget request is based on a detailed engineer's estimate, requirements associated with the White River Channel Migration Zone designation, past experience with previous segments of the project, and on contractual commitments for design and engineering.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Segment B is beginning in final design phase and is planned for construction in 2022 to meet secured grant deadlines.

## 9. ALTERNATIVES ANALYSIS

Alternatives were analyzed during the planning and preliminary design phases. The selected alternative was chosen based on being the best value and having the least environmental impact.

## 10. OTHER AGENCY INVOLVEMENT

This is a partnership between King County Parks, the cities of Enumclaw, Buckley, and Pierce County. In addition there is also state RCO funding.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County's park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Salmon Safe Certification will be targeted for compliance in lieu of King County Sustainable Scorecard requirements._x000D_
Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** PKS M: FOOTHILLS REGIONAL TRL 1044668

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS LWR CEDAR CONS AREA-PEL 1044743

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Lower Cedar Area |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,680,000 | $0 | $0 | $0 | $1,680,000 |
| **Total Budget** | **$1,680,000** | **$0** | **$0** | **$0** | **$1,680,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS LWR CEDAR CONS AREA-PEL 1044743

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $152 | $0 | $0 | $0 | $0 | $152 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $3,548 | $0 | $0 | $0 | $0 | $3,548 |
| **5 Closeout** | $5,156 | $0 | $0 | $0 | $0 | $5,156 |
| **6 Acquisition** | $1,418,519 | $24,322 | $0 | $0 | $0 | $1,442,841 |
| **Total Expense** | **$1,427,374** | **$24,322** | **$0** | **$0** | **$0** | **$1,451,696** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $630 | $1,098 | $0 | $152 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $7,529 | $8,232 | $0 | $3,548 |
| 5 Closeout | $0 | $5,156 | $5,156 | $0 | $5,156 |
| 6 Acquisition | $0 | $1,666,686 | $1,644,168 | $1,680,000 | $1,442,841 |
| **Total** | **$0** | **$1,680,000** | **$1,658,654** | **$1,680,000** | **$1,451,697** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($152) | $0 | $0 | ($152) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($3,548) | $0 | $0 | ($3,548) |
| 5 Closeout | ($5,156) | $0 | $0 | ($5,156) |
| 6 Acquisition | $237,159 | $0 | $0 | $237,159 |
| **Total** | **$228,303** | **$0** | **$0** | **$228,303** |

## NARRATIVES

PKS LWR CEDAR CONS AREA-PEL 1044743

### Current Scope

Lower Cedar Conservation Area - Acquire four parcels (15 acres) as additions to Dorre Don Reach Natural Area, east of Maple Valley on the Cedar River.

### 1. PROJECT SCOPE

Lower Cedar Conservation Area - Acquire four parcels (15 acres) as additions to Dorre Don Reach Natural Area, east of Maple Valley on the Cedar River.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This project contributes to the County's Land Conservation Initiative and Strategic Climate Action Plan. Further, the project implements the WRIA 8 Salmon Conservation Plan.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

Scope clarification to prioritize several parcels that were shown in the longer-term scope as primary targets (parcels 0922069114, 0922069128, 1522069105, 0422069028, 2023069010, and 2323059065). This request also adds three parcels (one acre) to the scope (parcels 2085200975, 2085200980, 2085200985).

### 6. FUNDING AND REVENUE DISCUSSION

NA

**NARRATIVES** PKS LWR CEDAR CONS AREA-PEL 1044743

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

As of 6/17/2020:
1461400100, 1461400105 Melton: Closed Q2
2323059065 Eldridge: Estimated closing Q3
0222069012 Ovalle: Estimated closing Q3

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS MITCHELL HILL DUTHIE 1044750

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/31/2021 |
| **Location** | Unincorporated King County, NE of Issaquah |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $3,199,395 | $740,000 | $0 | $0 | $3,939,395 |
| **Total Budget** | **$3,199,395** | **$740,000** | **$0** | **$0** | **$3,939,395** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $740,000 | $0 | $0 | $740,000 |
| **Total Revenue** | **$740,000** | **$0** | **$0** | **$740,000** |

### EXPENSE PKS MITCHELL HILL DUTHIE 1044750

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,266 | $0 | $0 | $0 | $0 | $1,266 |
| **5 Closeout** | $338 | $0 | $0 | $0 | $0 | $338 |
| **6 Acquisition** | $2,797,982 | $0 | $1,139,809 | $0 | $0 | $3,937,791 |
| **Total Expense** | **$2,799,586** | **$0** | **$1,139,809** | **$0** | **$0** | **$3,939,395** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,215 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,266 | $2,481 | $0 | $1,266 |
| 5 Closeout | $0 | $338 | $338 | $0 | $338 |
| 6 Acquisition | $0 | $3,937,791 | $2,798,131 | $3,199,395 | $2,797,982 |
| **Total** | **$0** | **$3,939,395** | **$2,802,165** | **$3,199,395** | **$2,799,586** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($1,266) | $0 | $0 | ($1,266) |
| 5 Closeout | ($338) | $0 | $0 | ($338) |
| 6 Acquisition | $401,413 | $740,000 | $1,139,809 | $1,604 |
| **Total** | **$399,809** | **$740,000** | **$1,139,809** | **$0** |

## NARRATIVES

PKS MITCHELL HILL DUTHIE 1044750

### Current Scope

Mitchell Hill Forest Additions - This project builds on a multi-year effort to add to thousands of acres of permanently conserved public land east of Issaquah.

### 1. PROJECT SCOPE

Mitchell Hill Forest Additions - This project builds on a multi-year effort to add to thousands of acres of permanently conserved public land east of Issaquah.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This regionally significant project connects major public open spaces owned by King County and Washington Department of Natural Resources. Public lands in this area provide recreational opportunity, forested habitat for many upland species, and water quality benefits to streams located in the upper reaches of the Patterson Creek, Raging River, and Issaquah Creek basins.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan. It will permanently protect and remove any future development on 121 acres of forest.

### 5. BUDGET REQUEST BASIS

This regionally significant project connects major public open spaces owned by King County and the Washington State Department of Natural Resources (DNR). This proposal will contribute toward a conservation easement on 121 acres of Seattle Public Schools' Cleveland Memorial Forest to restrict development, prevent future conversion of the property to residential development, and secure a public trail that would connect Duthie Hill Park to Fall City Park.

# Capital Appropriation Proposal



**NARRATIVES** PKS MITCHELL HILL DUTHIE 1044750

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

The project is in current negotiations with the Seattle School District.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Seattle School District

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will permanently protect a Seattle School District open space forest property that provides outdoor education opportunities for Seattle students.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS PATTERSON CREEK ADDTN-PEL 1044755

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | West of Sammamish the Patterson Creek NA includes many parcels along NE Redmond Fall City. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $2,233,043 | $0 | $0 | $0 | $2,233,043 |
| **Total Budget** | **$2,233,043** | **$0** | **$0** | **$0** | **$2,233,043** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS PATTERSON CREEK ADDTN-PEL 1044755

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,999,023 | $0 | $234,020 | $0 | $0 | $2,233,043 |
| **Total Expense** | **$1,999,023** | **$0** | **$234,020** | **$0** | **$0** | **$2,233,043** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $2,233,043 | $1,999,023 | $2,233,043 | $1,999,023 |
| **Total** | **$0** | **$2,233,043** | **$1,999,023** | **$2,233,043** | **$1,999,023** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $234,020 | $0 | $234,020 | $0 |
| **Total** | **$234,020** | **$0** | **$234,020** | **$0** |

## NARRATIVES

PKS PATTERSON CREEK ADDTN-PEL 1044755

### Current Scope

Patterson Creek Addition - This project will acquire high-value habitat parcels for the Patterson Creek Natural Area, including WADNR surplus parcels and other parcels targeted to preserve Patterson Creek and associated wetland.

### 1. PROJECT SCOPE

Patterson Creek Addition - This project will acquire high-value habitat parcels for the Patterson Creek Natural Area, including WADNR surplus parcels and other parcels targeted to preserve Patterson Creek and associated wetland.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Patterson Creek supports ESA-listed (the Endangered Species Act) Chinook salmon and steelhead trout and several other salmonids. According to Washington Department of Fish and Wildlife estimates, Patterson Creek accounts for 15% of the total WRIA 7 coho salmon production.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

This project adds three parcels, approximately 10 acres, slightly upstream of recent targets along Patterson Creek, to the project scope. The Conservation Futures Committee recommends the addition of parcels 232506-9028, -9029, and -9095.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS PATTERSON CREEK ADDTN-PEL 1044755

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

2 transactions fell through for these funds in 2019, one new property has been identified and will begin due-diligence and potential purchase in 2021. Outreach to happen in 2020 to continue expansion of this natural area.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:REG TRL CORR ACQUISIT 1044834

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:REG TRL CORR ACQUISIT |
| **Substantial Completion** | 12/31/2025 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $172,197 | $0 | $0 | $0 | $172,197 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,886,342 | $945,700 | $0 | $0 | $2,832,042 |
| **Total Budget** | **$2,058,540** | **$945,700** | **$0** | **$0** | **$3,004,240** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $945,700 | $36,200 | $18,100 | $1,000,000 |
| **Total Revenue** | **$945,700** | **$36,200** | **$18,100** | **$1,000,000** |

### EXPENSE PKS M:REG TRL CORR ACQUISIT 1044834

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $96 | $0 | $0 | $0 | $0 | $96 |
| **2 Prelim Design** | $241 | $0 | $0 | $0 | $0 | $241 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $5,056 | $0 | $0 | $0 | $0 | $5,056 |
| **5 Closeout** | $96 | $0 | $0 | $0 | $0 | $96 |
| **6 Acquisition** | $913,753 | $0 | $845,700 | $100,000 | $0 | $1,859,453 |
| **Total Expense** | **$919,242** | **$0** | **$845,700** | **$100,000** | **$0** | **$1,864,942** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $96 | $96 | $0 | $96 |
| 2 Preliminary Design | $0 | $241 | $241 | $0 | $241 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,056 | $5,056 | $172,197 | $5,056 |
| 5 Closeout | $0 | $96 | $96 | $0 | $96 |
| 6 Acquisition | $0 | $1,859,453 | $905,919 | $1,886,342 | $913,753 |
| **Total** | **$0** | **$1,864,942** | **$911,408** | **$2,058,539** | **$919,242** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($96) | $0 | $0 | ($96) |
| 2 Preliminary Design | ($241) | $0 | $0 | ($241) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $167,141 | $0 | $0 | $167,141 |
| 5 Closeout | ($96) | $0 | $0 | ($96) |
| 6 Acquisition | $972,589 | $945,700 | $845,700 | $1,072,589 |
| **Total** | **$1,139,297** | **$945,700** | **$845,700** | **$1,239,297** |

## NARRATIVES

PKS M:REG TRL CORR ACQUISIT 1044834

### Current Scope

Regional Trail Corridor Acquisitions - The project provides funding to acquire the right-of-way property in either fee or easement to fill in missing links of the King County regional trails system. The 2021-20222 appropriation will support an acquisition for continued development of the Lake to Sound Trail across the City of Renton connecting to the recently completed 1.2 miles Segment A of the trail.

### 1. PROJECT SCOPE

Regional Trail Corridor Acquisitions - The project provides funding to acquire the right-of-way property in either fee or easement to fill in missing links of the King County regional trails system. The 2021-20222 appropriation will support an acquisition for continued development of the Lake to Sound Trail across the City of Renton connecting to the recently completed 1.2 miles Segment A of the trail.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Regional trails require substantial rights-of-way over large areas to provide the linear corridors needed for trail network development. Regional trails require land for trail right-of-way, trail-related access, trail-related buffers, on-site and off-site environmental mitigation, project-specific circumstances, and temporary rights-of-way. The 2021-20222 appropriation will supplement CFT recommended funding to purchase trail corridor across the City of Renton.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

The amount is based on assessed value of property and is necessary to develop and connect the trail in this area.

### 6. FUNDING AND REVENUE DISCUSSION

NA

**NARRATIVES** PKS M:REG TRL CORR ACQUISIT 1044834

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Recreation, Trails and Open Space Levy includes an annual, inflation-adjusted allotment for stewardship of newly acquired natural lands.

## 8. PROJECT STATUS

Key ownerships have been identified and communication with property will be initiated in the second half of 2020.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The L2SD received a match waiver from CFT. Match waivers are for projects located in a part of the county with the lowest incomes, highest hospitalization rates, and no nearby open spaces (as mapped by King County DNRP).

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Acquisition of property for non motorized trail corridors provides reductions in Greenhouse Gas Emissions which addresses SCAP goals.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS REGIONAL OPEN SPACE INITI 1044835

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS REGIONAL OPEN SPACE INITI |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $50,000 | $0 | $0 | $0 | $50,000 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $450,838 | $0 | $0 | $0 | $450,838 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $2,251,797 | $10,864,504 | $0 | $0 | $13,116,301 |
| **Total Budget** | **$2,752,635** | **$10,864,504** | **$0** | **$0** | **$13,617,139** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $10,864,504 | $25,764,667 | $14,013,333 | $50,642,504 |
| **Total Revenue** | **$10,864,504** | **$25,764,667** | **$14,013,333** | **$50,642,504** |

### EXPENSE PKS REGIONAL OPEN SPACE INITI 1044835

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $122,912 | $0 | $0 | $0 | $0 | $122,912 |
| **2 Prelim Design** | $24,464 | $0 | $0 | $0 | $0 | $24,464 |
| **3 Final Design** | $26,291 | $0 | $0 | $0 | $0 | $26,291 |
| **4 Implementation** | $713,429 | $0 | $0 | $0 | $0 | $713,429 |
| **5 Closeout** | $490 | $0 | $0 | $0 | $0 | $490 |
| **6 Acquisition** | $1,291,293 | $160,636 | $11,064,504 | $0 | $0 | $12,516,433 |
| **Total Expense** | **$2,178,879** | **$160,636** | **$11,064,504** | **$0** | **$0** | **$13,404,019** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $123,832 | $123,832 | $50,000 | $122,912 |
| 2 Preliminary Design | $0 | $24,464 | $24,464 | $0 | $24,464 |
| 3 Final Design | $0 | $26,291 | $26,291 | $0 | $26,291 |
| 4 Implementation | $0 | $713,429 | $713,429 | $450,838 | $713,429 |
| 5 Closeout | $0 | $490 | $490 | $0 | $490 |
| 6 Acquisition | $0 | $12,262,083 | $1,295,347 | $2,251,797 | $1,451,929 |
| **Total** | **$0** | **$13,150,589** | **$2,183,853** | **$2,752,635** | **$2,339,515** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($72,912) | $0 | $0 | ($72,912) |
| 2 Preliminary Design | ($24,464) | $0 | $0 | ($24,464) |
| 3 Final Design | ($26,291) | $0 | $0 | ($26,291) |
| 4 Implementation | ($262,591) | $0 | $0 | ($262,591) |
| 5 Closeout | ($490) | $0 | $0 | ($490) |
| 6 Acquisition | $799,868 | $10,864,504 | $11,064,504 | $599,868 |
| **Total** | **$413,120** | **$10,864,504** | **$11,064,504** | **$213,120** |

## NARRATIVES

PKS REGIONAL OPEN SPACE INITI 1044835

### Current Scope

Paradise Judd Creek - This is a multi-year project focusing on acquiring primarily conservation easement on parcels along Judd Creek on Vashon Island, in partnership with the Vashon Maury Island Land Trust (VMILT), which has secured private funding for preservation in the Judd Creek corridor. The ultimate goal of this project is to create a trail from Island Center Forest to the water.

### 1. PROJECT SCOPE

Paradise Judd Creek - This is a multi-year project focusing on acquiring primarily conservation easement on parcels along Judd Creek on Vashon Island, in partnership with the Vashon Maury Island Land Trust (VMILT), which has secured private funding for preservation in the Judd Creek corridor. The ultimate goal of this project is to create a trail from Island Center Forest to the water.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Open space acquisition projects are consistent with Ordinance 18890 which approved the Parks, Recreation, Trails and Open Space Levy ballot measure, implementing recommendations of the Levy Task Force.Restoration activities on natural lands are consistent with King County's Strategic Climate Action Plan.

### 4. PROJECT BENEFITS/OUTCOMES

NA

### 5. BUDGET REQUEST BASIS

This appropriation of Parks, Recreation, Trails and Open Space Levy dollars will allow the Conservation Futures Tax (CFT) Citizen Committee to make its 2021 recommendations.

### 6. FUNDING AND REVENUE DISCUSSION

NA

**NARRATIVES** PKS REGIONAL OPEN SPACE INITI 1044835

## 7. OPERATING BUDGET AND OTHER IMPACTS

NA

## 8. PROJECT STATUS

On-going program

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Water & Land Resources Division - Acquisition Services

## 11. ART ELIGIBILITY

Open space acquisition projects

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The acquisition of natural lands protect forests and other natural habitats, and the restoration and stewardship of these properties will help mitigate the region’s carbon footprint.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS SOOS CREEK REGIONAL TRAIL 1044912

Master Project, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS SOOS CREEK REGIONAL TRAIL |
| **Substantial Completion** | 12/31/2025 |
| **Location** | Soos Creek near SE 192nd |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1 | $0 | $0 | $0 | $1 |
| **2 Preliminary Design** | $11,441 | $0 | $0 | $0 | $11,441 |
| **3 Final Design** | $2,287,721 | $303,000 | $3,697,000 | $0 | $6,287,721 |
| **4 Implementation** | $416,945 | $0 | $0 | $0 | $416,945 |
| **5 Closeout** | $4,804 | $0 | $0 | $0 | $4,804 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$2,720,913** | **$303,000** | **$3,697,000** | **$0** | **$6,720,913** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $3,000 | $0 | $0 | $3,000 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $303,000 | $2,131,333 | $1,065,667 | $3,500,000 |
| **Total Revenue** | **$303,000** | **$2,131,333** | **$1,065,667** | **$3,500,000** |

### EXPENSE PKS SOOS CREEK REGIONAL TRAIL 1044912

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $195,105 | $0 | $0 | $0 | $0 | $195,105 |
| **2 Prelim Design** | $48,968 | $0 | $0 | $0 | $0 | $48,968 |
| **3 Final Design** | $1,614,688 | $180,000 | $450,000 | $0 | $0 | $2,244,688 |
| **4 Implementation** | $154,560 | $0 | $0 | $3,600,000 | $0 | $3,754,560 |
| **5 Closeout** | $910 | $0 | $0 | $0 | $0 | $910 |
| **6 Acquisition** | $104,251 | $0 | $0 | $0 | $0 | $104,251 |
| **Total Expense** | **$2,118,482** | **$180,000** | **$450,000** | **$3,600,000** | **$0** | **$6,348,482** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $195,105 | $196,192 | $1 | $195,105 |
| 2 Preliminary Design | $0 | $48,968 | $50,526 | $11,441 | $48,968 |
| 3 Final Design | $0 | $2,244,688 | $1,648,251 | $2,287,721 | $1,794,688 |
| 4 Implementation | $0 | $3,754,560 | $154,560 | $416,945 | $154,560 |
| 5 Closeout | $0 | $910 | $910 | $4,804 | $910 |
| 6 Acquisition | $0 | $104,251 | $104,251 | $1 | $104,251 |
| **Total** | **$0** | **$6,348,482** | **$2,154,690** | **$2,720,913** | **$2,298,482** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($195,104) | $0 | $0 | ($195,104) |
| 2 Preliminary Design | ($37,527) | $0 | $0 | ($37,527) |
| 3 Final Design | $493,033 | $303,000 | $450,000 | $346,033 |
| 4 Implementation | $262,385 | $0 | $0 | $262,385 |
| 5 Closeout | $3,894 | $0 | $0 | $3,894 |
| 6 Acquisition | ($104,250) | $0 | $0 | ($104,250) |
| **Total** | **$422,431** | **$303,000** | **$450,000** | **$275,431** |

## NARRATIVES

PKS SOOS CREEK REGIONAL TRAIL 1044912

### Current Scope

Soos Creek Regional Trail - This current scope of work entails completing final design for a segment of trail that extends north from the current trail terminus at SE 192nd Street and extends north across SE 192nd Street making connections to both SE 186th St as well as a backcountry connection to Boulevard Lane Park. The scope and complexity of the intersection crossing will still need to be discussed with the three jurisdictions (Kent, Renton, and King County) having authority over the intersection. A portion of this work (approximately 500 lineal feet) will be either constructed or funded through a private developer agreement. Another portion of the trail segment (approximately 350 lineal feet) passes through the private development. This agreement needs to be executed prior to completion of the final design.

### 1. PROJECT SCOPE

Soos Creek Regional Trail - This current scope of work entails completing final design for a segment of trail that extends north from the current trail terminus at SE 192nd Street and extends north across SE 192nd Street making connections to both SE 186th St as well as a backcountry connection to Boulevard Lane Park. The scope and complexity of the intersection crossing will still need to be discussed with the three jurisdictions (Kent, Renton, and King County) having authority over the intersection. A portion of this work (approximately 500 lineal feet) will be either constructed or funded through a private developer agreement. Another portion of the trail segment (approximately 350 lineal feet) passes through the private development. This agreement needs to be executed prior to completion of the final design.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This segment of trail is an important and essential asset to the Parks Division. It is identified in the current Parks Levy as an essential segment of trail that requires investment in order to ensure it is completed and available for use by the community.

### 4. PROJECT BENEFITS/OUTCOMES

This request funds final design and permitting for a new segment of trail for use by the public. Once constructed, a safe and open Regional Trail System with usable capital assets is the primary benefit and outcome of this investment.

# Capital Appropriation Proposal



**NARRATIVES** PKS SOOS CREEK REGIONAL TRAIL 1044912

## 5. BUDGET REQUEST BASIS

The 2022-2022 proposed capital appropriation for this trail segment funds continued final design work, engineering, and permitting for this 1.1 mile trail segment. The budget is based on the completed 90% civil design Engineer's Estimate through this section, past experience, and costs associated with past contracts for design, engineering, and construction. Implementation Phase funding will be made in a future budget request.

## 6. FUNDING AND REVENUE DISCUSSION

A portion of this work (~500lf) will be either constructed or funded through a private developer via an agreement.This agreement needs to be executed prior to completion of the final design. Additional funding will be needed to complete construction of this project.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

The 2021-2022 proposed capital appropriation for this project funds final design phase for this trail.It is currently planned to be constructed (when funded as part of a future appropriation) through funding made available in the 2020-2025 Parks Levy. Previously this project had been placed on hold due to lack of appropriation.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

The City of Renton, City of Kent, and King County Dept.of Local Services- Permitting Division.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Investments in King County's Park and Trail Systems have positive impacts on determinants of equity such as access to parks, trails, and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods.These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum or Salmon Safe Certification will be targeted where applicable.
Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

# Capital Appropriation Proposal



**NARRATIVES** PKS SOOS CREEK REGIONAL TRAIL 1044912

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS T/T TO FUND 3160 — 1044915

TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | ADMIN |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $406,821 | $2,319,000 | $0 | $0 | $2,725,821 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$406,821** | **$2,319,000** | **$0** | **$0** | **$2,725,821** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | $2,319,000 | $0 | $0 | $2,319,000 |
| **Total Revenue** | **$2,319,000** | **$0** | **$0** | **$2,319,000** |

### EXPENSE PKS T/T TO FUND 3160 1044915

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $141,480 | $0 | $0 | $0 | $0 | $141,480 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $265,341 | $0 | $2,319,000 | $0 | $0 | $2,584,341 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$406,821** | **$0** | **$2,319,000** | **$0** | **$0** | **$2,725,821** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $141,480 | $0 | $141,480 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $265,341 | $406,821 | $265,341 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$406,821** | **$406,821** | **$406,821** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($141,480) | $0 | $0 | ($141,480) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $141,480 | $2,319,000 | $2,319,000 | $141,480 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,319,000** | **$2,319,000** | **$0** |

## NARRATIVES

PKS T/T TO FUND 3160 1044915

### Current Scope

Transfer fund to F3160 - This project is to transfer funds to a PARKS,REC,OPEN SPACE Fund 3160.

### 1. PROJECT SCOPE

Transfer fund to F3160 - This project is to transfer funds to a PARKS,REC,OPEN SPACE Fund 3160.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This administrative project serves as a container to transfer fund balance from Fund 3581 to a project in Fund 3160. The project in Fund 3160 that will receive this transfer is: a project #1122161 PKS CENTRAL MAINT FACILITY.

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This requested appropriation amount is based on the accumulated miscellaneous revenue.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal



**NARRATIVES** PKS T/T TO FUND 3160 1044915

## 8. PROJECT STATUS

N/A

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS PARADISE-JUDD CK (VI)-PEL 1047004

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Vashon-Maury Island |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,847,268 | $0 | $0 | $0 | $1,847,268 |
| **Total Budget** | **$1,847,268** | **$0** | **$0** | **$0** | **$1,847,268** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS PARADISE-JUDD CK (VI)-PEL 1047004

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $266 | $0 | $0 | $0 | $0 | $266 |
| **2 Prelim Design** | $500 | $0 | $0 | $0 | $0 | $500 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $6,301 | $0 | $0 | $0 | $0 | $6,301 |
| **5 Closeout** | $1,954 | $0 | $0 | $0 | $0 | $1,954 |
| **6 Acquisition** | $1,699,523 | $0 | $138,723 | $0 | $0 | $1,838,246 |
| **Total Expense** | **$1,708,545** | **$0** | **$138,723** | **$0** | **$0** | **$1,847,268** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $266 | $266 | $0 | $266 |
| 2 Preliminary Design | $0 | $500 | $500 | $0 | $500 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $6,301 | $6,419 | $0 | $6,301 |
| 5 Closeout | $0 | $1,954 | $2,247 | $0 | $1,954 |
| 6 Acquisition | $0 | $1,838,246 | $1,701,893 | $1,847,268 | $1,699,523 |
| **Total** | **$0** | **$1,847,268** | **$1,711,325** | **$1,847,268** | **$1,708,544** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($266) | $0 | $0 | ($266) |
| 2 Preliminary Design | ($500) | $0 | $0 | ($500) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($6,301) | $0 | $0 | ($6,301) |
| 5 Closeout | ($1,954) | $0 | $0 | ($1,954) |
| 6 Acquisition | $147,745 | $0 | $138,723 | $9,022 |
| **Total** | **$138,724** | **$0** | **$138,723** | **$1** |

## NARRATIVES

PKS PARADISE-JUDD CK (VI)-PEL 1047004

### Current Scope

Paradise Judd Creek - This is a multi-year project focusing on acquiring primarily conservation easement on parcels along Judd Creek on Vashon Island. The work is done in partnership with the Vashon Maury Island Land Trust (VMILT), which has secured private funding for preservation in the Judd Creek corridor. The ultimate goal of this project is to create a trail from Island Center Forest to the water.

### 1. PROJECT SCOPE

Paradise Judd Creek - This is a multi-year project focusing on acquiring primarily conservation easement on parcels along Judd Creek on Vashon Island. The work is done in partnership with the Vashon Maury Island Land Trust (VMILT), which has secured private funding for preservation in the Judd Creek corridor. The ultimate goal of this project is to create a trail from Island Center Forest to the water.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

VMILT purchased these 13.7 acres recently came on the market to hold the property until the County can purchase easement. This acquisition can be completed this summer, reimbursing VMILT for much of the cost and enabling them to be ready to acquire additional target parcels as they become available.

### 4. PROJECT BENEFITS/OUTCOMES

NA

### 5. BUDGET REQUEST BASIS

Existing funding is sufficient to meet the project goals. This scope clarification prioritizes 072203-9039, 012202-9092, 072203-9158, 072203-9167, 072203-9017 as primary targets of this past award.

### 6. FUNDING AND REVENUE DISCUSSION

NA

**NARRATIVES** PKS PARADISE-JUDD CK (VI)-PEL 1047004

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual adjusted allotment for stewardship of newly acquired lands.

## 8. PROJECT STATUS

More than 120 acres have been protected as part of this project over the past decade. The County had pursued a parcel in the Judd Creek estuary, but did not receive funding in time to satisfy the landowner's timing requirements and was not able to purchase the property. VMILT has purchased two more properties and the county is pursuing purchasing conservation easements on those two parcels, the County is also engaged with landowners on an additional 5 parcels with an appraisal scheduled on one of these parcels.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

This project is coordinated with the Water and Land Resources Division (WLRD) and the Vashon Maury Island Land Trust (VMILT).

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project helps restore salmon population and wildlife essential for indigenous treaty rights as well as subsistence fishing communities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS South County Regional Trail (PKS South County Regional Tra) 1112621

Master Project, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS SOUTH COUNTY REGIONAL TRA |
| **Substantial Completion** | 12/31/2025 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $136,748 | $0 | $0 | $0 | $136,748 |
| **2 Preliminary Design** | $1,282,913 | $0 | $0 | $0 | $1,282,913 |
| **3 Final Design** | $3,979,935 | $0 | $850,000 | $0 | $4,829,935 |
| **4 Implementation** | $21,130,190 | $1,473,390 | $10,500,000 | $2,300,000 | $35,403,580 |
| **5 Closeout** | $415,163 | $0 | $100,000 | $0 | $515,163 |
| **6 Acquisition** | $1,475,004 | $0 | $0 | $0 | $1,475,004 |
| **Total Budget** | **$28,419,954** | **$1,473,390** | **$11,450,000** | **$2,300,000** | **$43,643,344** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $14,588 | $0 | $0 | $14,588 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | $1,473,390 | $10,066,667 | $5,033,333 | $16,573,390 |
| **Total Revenue** | **$1,473,390** | **$10,066,667** | **$5,033,333** | **$16,573,390** |

### EXPENSE PKS South County Regional Tra 1112621

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $42,281 | $0 | $0 | $0 | $0 | $42,281 |
| **2 Prelim Design** | $1,521,364 | $0 | $500,000 | $450,000 | $0 | $2,471,364 |
| **3 Final Design** | $3,125,283 | $0 | $0 | $1,350,000 | $300,000 | $4,775,283 |
| **4 Implementation** | $9,293,828 | $0 | $11,473,390 | $4,000,000 | $9,800,000 | $34,567,218 |
| **5 Closeout** | $102,917 | $0 | $0 | $0 | $100,000 | $202,917 |
| **6 Acquisition** | $273,835 | $0 | $1,000,000 | $0 | $0 | $1,273,835 |
| **Total Expense** | **$14,359,507** | **$0** | **$12,973,390** | **$5,800,000** | **$10,200,000** | **$43,332,897** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $42,281 | $133,507 | $136,748 | $42,281 |
| 2 Preliminary Design | $0 | $2,471,364 | $1,522,733 | $1,282,913 | $1,521,364 |
| 3 Final Design | $0 | $4,775,283 | $3,192,120 | $3,979,935 | $3,125,283 |
| 4 Implementation | $0 | $34,567,218 | $11,307,387 | $21,130,190 | $9,293,828 |
| 5 Closeout | $0 | $202,917 | $113,338 | $415,163 | $102,917 |
| 6 Acquisition | $0 | $1,273,835 | $339,126 | $1,475,004 | $273,835 |
| **Total** | **$0** | **$43,332,897** | **$16,608,211** | **$28,419,953** | **$14,359,508** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $94,467 | $0 | $0 | $94,467 |
| 2 Preliminary Design | ($238,451) | $0 | $500,000 | ($738,451) |
| 3 Final Design | $854,653 | $0 | $0 | $854,653 |
| 4 Implementation | $11,836,362 | $1,473,390 | $11,473,390 | $1,836,362 |
| 5 Closeout | $312,246 | $0 | $0 | $312,246 |
| 6 Acquisition | $1,201,170 | $0 | $1,000,000 | $201,170 |
| **Total** | **$14,060,447** | **$1,473,390** | **$12,973,390** | **$2,560,447** |

## NARRATIVES

PKS South County Regional Tra 1112621

### Current Scope

South County Regional Trail - The South County Regional Trail Program (Lake to Sound Trail) - funds a multi-jurisdiction, multiple segment trail that extends 16 miles from the mouth of the Cedar River at Lake Washington in Renton to Des Moines Beach Park on Puget Sound. This type of multijurisdictional trail requires years of coordination and advanced planning. Segments of the trail will advance on individual timelines. From a design and implementation perspective, it is advantageous to have one segment going into construction, while another segment is in Final Design, and yet another is in Preliminary Design.

### 1. PROJECT SCOPE

South County Regional Trail - The South County Regional Trail Program (Lake to Sound Trail) - funds a multi-jurisdiction, multiple segment trail that extends 16 miles from the mouth of the Cedar River at Lake Washington in Renton to Des Moines Beach Park on Puget Sound. This type of multijurisdictional trail requires years of coordination and advanced planning. Segments of the trail will advance on individual timelines. From a design and implementation perspective, it is advantageous to have one segment going into construction, while another segment is in Final Design, and yet another is in Preliminary Design.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Expansion of King County's regional trails system is a key component of the Parks Division's business plan. Development of the Lake to Sound Trail will be a significant benefit to the system, providing a new recreation and non-motorized transportation amenity in rapidly growing portion of South King County, and connecting multiple recreation areas, unincorporated areas, and the cities of Renton, Tukwila, SeaTac, Burien, and Des Moines.

### 4. PROJECT BENEFITS/OUTCOMES

Development of the Lake to Sound Trail would connect multiple recreation areas, unincorporated areas, and cities, providing users with new non-motorized transportation options in this area. Specifically, Segment C creates 2.2 miles of new Regional Trail and completes an 8.1 miles continuous section of regional trail.

# Capital Appropriation Proposal



**NARRATIVES** PKS South County Regional Tra 1112621

## 5. BUDGET REQUEST BASIS

This budget request increases the spending authority for the segment C project up to the full $10.2 million and will move the project out of final design. The previous appropriation amount for Segment C was for a lesser amount which has now increased due to cost increases for the project. Cost increases are related to prolonged acquisition efforts and WSDOT requests. The $10.2 million of funding for the construction of Segment C will be reimbursed to KC Parks from the WSDOT via a funding agreement when the project is completed.

## 6. FUNDING AND REVENUE DISCUSSION

The $10.2 million of funding for the construction of Segment C will be reimbursed to KC Parks from the WSDOT via a funding agreement when the project is completed.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. This portion of trail will be maintained by he cities of SeaTac and Burien via an Interlocal Agreement.

## 8. PROJECT STATUS

Segment A was completed Q1, 2020. Segment C is in Final Design due to be advertised Q4 2020.Segments D and E are in Preliminary Design.

## 9. ALTERNATIVES ANALYSIS

A feasibility study for the Lake to Sound Trail was completed in June of 2009. This study identified routes and alternatives for the various missing segments of the Lake to Sound Trail.This proposal is consistent with the feasibility study.

## 10. OTHER AGENCY INVOLVEMENT

The Lake to Sound Trail is a partnership with the cities of Renton, Tukwila, SeaTac, Burien and Des Moines. Segment C is located in the cities of Burien and SeaTac. The WSDOT has a significant role in the project since it meets a mitigation requirement for its SR509 expansion project.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Investments in King County's Park and Trail Systems have positive impacts on determinants of equity such as access to parks, trails, and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods.These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum or Salmon Safe Certification will be targeted where applicable.
Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** PKS South County Regional Tra 1112621

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS ISSAQUAH CREEK PROTECTION 1114769

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Issaquah Creek |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,458,500 | $0 | $0 | $0 | $1,458,500 |
| **Total Budget** | **$1,458,500** | **$0** | **$0** | **$0** | **$1,458,500** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS ISSAQUAH CREEK PROTECTION 1114769

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,056,182 | $402,213 | $0 | $0 | $0 | $1,458,395 |
| **Total Expense** | **$1,056,182** | **$402,213** | **$0** | **$0** | **$0** | **$1,458,395** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,458,500 | $1,056,234 | $1,458,500 | $1,458,395 |
| **Total** | **$0** | **$1,458,500** | **$1,056,234** | **$1,458,500** | **$1,458,395** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $105 | $0 | $0 | $105 |
| **Total** | **$105** | **$0** | **$0** | **$105** |

## NARRATIVES

PKS ISSAQUAH CREEK PROTECTION 1114769

### Current Scope

Issaquah Creek Protection - This project will acquire 122 acres at the confluence of Holder and Carey Creeks, where they meet and form Issaquah Creek in an ecologically significant location in the Issaquah basin. Adjacent WADNR property that the County is working to acquire is also in the project scope. The 122 acres already has a conservation easement that removed most development rights and allows restoration of the stream buffers.

### 1. PROJECT SCOPE

Issaquah Creek Protection - This project will acquire 122 acres at the confluence of Holder and Carey Creeks, where they meet and form Issaquah Creek in an ecologically significant location in the Issaquah basin. Adjacent WADNR property that the County is working to acquire is also in the project scope. The 122 acres already has a conservation easement that removed most development rights and allows restoration of the stream buffers.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan and helps implement the WRIA 8 Salmon Conservation Plan.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan. While a full vision for the property is still being developed, initial discussions suggest that portions of the land would be leased for grazing, and portions of the land would be managed for conservation and passive-use trails. The county basin stewardship and agriculture programs would work to determine the future distribution of uses, and determine whether to retain farm-related structures for agricultural uses.

# Capital Appropriation Proposal



**NARRATIVES** PKS ISSAQUAH CREEK PROTECTION 1114769

## 5. BUDGET REQUEST BASIS

The County requested the addition of three parcels downstream of the original Issaquah Creek project site, adding 35 acres to the scope. The Committee approves the addition of parcels 1023069052, 1023069031 and 2223069009 to the scope.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

As of 6/17/2020:
1023069052: For appraisal costs only.Initial communications with landowner made
1023069031: Appraisal initiated.Will match remaining funds with a grant for acquisition.
2223069009: For appraisal costs only.Initial communications with landowner made

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Preserving Issaquah Creek helps to fulfill goals of the SCAP.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M-WETLAND 14 (PKS WETLAND 14) 1116951

TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | Adjacent to Spring Lake/Lake Desire Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1 | $0 | $0 | $0 | $1 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $1 | $0 | $0 | $0 | $1 |
| **4 Implementation** | $1 | $0 | $0 | $0 | $1 |
| **5 Closeout** | $2 | $0 | $0 | $0 | $2 |
| **6 Acquisition** | $471,898 | ($42,000) | $0 | $0 | $429,898 |
| **Total Budget** | **$471,904** | **($42,000)** | **$0** | **$0** | **$429,904** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | ($42,000) | $0 | $0 | ($42,000) |
| **Total Revenue** | **($42,000)** | **$0** | **$0** | **($42,000)** |

### EXPENSE PKS WETLAND 14 1116951

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | ($43,021) | $0 | $0 | $0 | $0 | ($43,021) |
| **2 Prelim Design** | $302 | $0 | $0 | $0 | $0 | $302 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $43 | $0 | $0 | $0 | $0 | $43 |
| **6 Acquisition** | $467,566 | $5,014 | $0 | $0 | $0 | $472,580 |
| **Total Expense** | **$424,890** | **$5,014** | **$0** | **$0** | **$0** | **$429,904** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | ($43,021) | ($43,021) | $1 | ($43,021) |
| 2 Preliminary Design | $0 | $302 | $302 | $1 | $302 |
| 3 Final Design | $0 | $0 | $0 | $1 | $0 |
| 4 Implementation | $0 | $0 | $0 | $1 | $0 |
| 5 Closeout | $0 | $43 | $43 | $2 | $43 |
| 6 Acquisition | $0 | $472,580 | $471,560 | $471,898 | $472,580 |
| **Total** | **$0** | **$429,904** | **$428,884** | **$471,904** | **$429,904** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $43,022 | $0 | $0 | $43,022 |
| 2 Preliminary Design | ($301) | $0 | $0 | ($301) |
| 3 Final Design | $1 | $0 | $0 | $1 |
| 4 Implementation | $1 | $0 | $0 | $1 |
| 5 Closeout | ($41) | $0 | $0 | ($41) |
| 6 Acquisition | ($682) | ($42,000) | $0 | ($42,682) |
| **Total** | **$42,000** | **($42,000)** | **$0** | **$0** |

## NARRATIVES

PKS WETLAND 14 1116951

### Current Scope

Parks Wetland 14 - This project will conduct feasibility and due diligence for future acquisition of conservation lands adjacent to Spring Lake/Lake Desire Park. The project seeks to add to the natural areas, remove inholdings, and expand habitat protection and trail opportunities.

### 1. PROJECT SCOPE

Parks Wetland 14 - This project will conduct feasibility and due diligence for future acquisition of conservation lands adjacent to Spring Lake/Lake Desire Park. The project seeks to add to the natural areas, remove inholdings, and expand habitat protection and trail opportunities.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

There are private lands adjacent to Spring Lake/Lake Desire Park that would provide public benefit to Spring Lake/Lake Desire Park if acquired.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

The County continues to work with a landowner at Spring Lake on a trail easement. The County requested to retain approximately $10,000 total to complete the acquisition and will return $5,000 CFT and $42,000 Parks Levy to be reallocated to other projects. The Committee recommends transfer of $5,000 CFT and $42,000 Parks Levy out of the project.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS WETLAND 14 1116951

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

King County Parks is finalizing documents with the landowner and expects to complete the easement transaction in the next couple of months.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:GREEN2CEDAR RIVER TRAIL 1120085

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:GREEN2CEDAR RIVER TRAIL |
| **Substantial Completion** | 12/31/2025 |
| **Location** | Maple Valley |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $19,800 | $0 | $0 | $0 | $19,800 |
| **2 Preliminary Design** | $825,611 | $0 | $0 | $0 | $825,611 |
| **3 Final Design** | $1,408,311 | $0 | $0 | $0 | $1,408,311 |
| **4 Implementation** | $5,689,489 | ($900,000) | $6,000,000 | $0 | $10,789,489 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$7,943,212** | **($900,000)** | **$6,000,000** | **$0** | **$13,043,212** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | ($900,000) | $0 | $0 | ($900,000) |
| **Total Revenue** | **($900,000)** | **$0** | **$0** | **($900,000)** |

### EXPENSE PKS M:GREEN2CEDAR RIVER TRAIL 1120085

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $119,683 | $0 | $30,000 | $0 | $0 | $149,683 |
| **2 Prelim Design** | $1,837,914 | $0 | $250,000 | $0 | $0 | $2,087,914 |
| **3 Final Design** | $560,063 | $0 | $500,000 | $300,000 | $0 | $1,360,063 |
| **4 Implementation** | $91,209 | $0 | $2,963,615 | $5,850,000 | $0 | $8,904,824 |
| **5 Closeout** | $200,330 | $0 | $0 | $0 | $0 | $200,330 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,809,199** | **$0** | **$3,743,615** | **$6,150,000** | **$0** | **$12,702,814** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $149,683 | $119,683 | $19,800 | $119,683 |
| 2 Preliminary Design | $0 | $2,087,914 | $1,858,071 | $825,611 | $1,837,914 |
| 3 Final Design | $0 | $1,360,063 | $563,482 | $1,408,311 | $560,063 |
| 4 Implementation | $0 | $8,904,824 | $91,209 | $5,689,489 | $91,209 |
| 5 Closeout | $0 | $200,330 | $200,330 | $0 | $200,330 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$12,702,814** | **$2,832,775** | **$7,943,211** | **$2,809,199** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($99,882) | $0 | $30,000 | ($129,882) |
| 2 Preliminary Design | ($1,012,303) | $0 | $250,000 | ($1,262,303) |
| 3 Final Design | $848,248 | $0 | $500,000 | $348,248 |
| 4 Implementation | $5,598,280 | ($900,000) | $2,963,615 | $1,734,665 |
| 5 Closeout | ($200,330) | $0 | $0 | ($200,330) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$5,134,013** | **($900,000)** | **$3,743,615** | **$490,398** |

## NARRATIVES

PKS M:GREEN2CEDAR RIVER TRAIL 1120085

### Current Scope

Green2Cedar Trail -This master program funds multiple segments including preliminary design, final design, and implementation of the Green to Cedar (G2C) Rivers Trail, an 11 mile regional trail corridor in South King County linking Renton to Black Diamond. Portions of the corridor are currently developed as a soft-surface trail and other sections in the south end are undeveloped, forested open space. The proposed trail development project will create a regional trail in accordance with Parks Regional Trail Standard and is currently divided into two segments the G2C North Segment runs three miles from the existing Cedar River Trail to Kent Kangley Road in Maple Valley; the G2C South Segment is eight miles from Kent Kangley Road to the Green River south of Black Diamond.

### 1. PROJECT SCOPE

Green2Cedar Trail -This master program funds multiple segments including preliminary design, final design, and implementation of the Green to Cedar (G2C) Rivers Trail, an 11 mile regional trail corridor in South King County linking Renton to Black Diamond. Portions of the corridor are currently developed as a soft-surface trail and other sections in the south end are undeveloped, forested open space. The proposed trail development project will create a regional trail in accordance with Parks Regional Trail Standard and is currently divided into two segments the G2C North Segment runs three miles from the existing Cedar River Trail to Kent Kangley Road in Maple Valley; the G2C South Segment is eight miles from Kent Kangley Road to the Green River south of Black Diamond.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Expansion of King County's regional trails system is a key component of the Parks Division's business plan.Development of the Green to Cedar Rivers Trail would be a significant benefit to the system, providing a new recreation and non-motorized transportation amenity in rapidly growing portion of South King County, and connecting multiple recreation areas, unincorporated areas, and the cities of Black Diamond, Covington and Maple Valley.However, the cost to construct the project exceeds the funding currently appropriated for the project.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:GREEN2CEDAR RIVER TRAIL 1120085

## 4. PROJECT BENEFITS/OUTCOMES

Development of the Green to Cedars River Trail would connect multiple recreation areas, unincorporated areas, and cities, providing users with new non-motorized transportation options in this area.

## 5. BUDGET REQUEST BASIS

This 2021-2022 budget appropriation redistributes construction funding to other Regional Trail projects; Per council proviso in the 2020 budget, Parks is working with the City of Maple Valley and other area stakeholders to recommend an interim trail from Kent Kangley Rd, extending south to the Black Diamond Open Space (BDOS). The majority of the funding for the construction of that segment will come from a future appropriation. This appropriation will reprogram existing funds to begin that design effort for the 2 mile Kent Kangley to BDOS segment as well as transfer funds to a more shovel ready projects.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Preliminary design is complete for the G2C North Segment, final design and permitting have been placed hold due to proviso. Preliminary design is complete for the G2C South Segment of the trail.

## 9. ALTERNATIVES ANALYSIS

Two preliminary trail designs were developed for the G2C North Segment, and the one that best met the project purpose and need and budget was selected.A similar alternatives analysis process occurred on the G2C South Segment.

## 10. OTHER AGENCY INVOLVEMENT

The cities of Maple Valley, Covington, and Black Diamond are very supportive of the project and will be important partners in the project design.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum or Salmon Safe Certification will be targeted where applicable.
Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** PKS M:GREEN2CEDAR RIVER TRAIL 1120085

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M: EASTRAIL (ERC) 1121155

Master Project, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M: EASTRAIL (ERC) |
| **Substantial Completion** | |
| **Location** | Near the SE 8th I-405 interchange in Bellevue, South of I-90 in the Lake Lanes neighborhoods of Bellevue, and in the Woodinville Tourism district along NE 145th St. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $7,478,370 | $1,206,830 | $0 | $0 | $8,685,200 |
| **2 Preliminary Design** | $4,503,001 | $100,000 | $0 | $0 | $4,603,001 |
| **3 Final Design** | $3,981,654 | $0 | $0 | $0 | $3,981,654 |
| **4 Implementation** | $31,927,518 | $31,100,000 | $0 | $0 | $63,027,518 |
| **5 Closeout** | $1 | $200,000 | $0 | $0 | $200,001 |
| **6 Acquisition** | $1,226,601 | $100,000 | $0 | $0 | $1,326,601 |
| **Total Budget** | **$49,117,147** | **$32,706,830** | **$0** | **$0** | **$81,823,977** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $323,830 | $0 | $0 | $323,830 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $21,706,830 | $4,888,780 | $2,444,390 | $29,040,000 |
| **36999 - OTHER MISC REVENUE** | $11,000,000 | $0 | $0 | $11,000,000 |
| **Total Revenue** | **$32,706,830** | **$4,888,780** | **$2,444,390** | **$40,040,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS M: EASTRAIL (ERC) 1121155

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $5,966,461 | $450,000 | $1,100,000 | $0 | $0 | $7,516,461 |
| 2 Prelim Design | $4,208,297 | $500,000 | $100,000 | $0 | $0 | $4,808,297 |
| 3 Final Design | $8,298,248 | $2,400,000 | $1,900,000 | $0 | $0 | $12,598,248 |
| 4 Implementation | $4,036,551 | $5,400,000 | $30,600,000 | $14,400,000 | $0 | $54,436,551 |
| 5 Closeout | $6,227 | $12,000 | $10,000 | $25,000 | $0 | $53,227 |
| 6 Acquisition | $95,370 | $2,200,000 | $0 | $0 | $0 | $2,295,370 |
| **Total Expense** | **$22,611,154** | **$10,962,000** | **$33,710,000** | **$14,425,000** | **$0** | **$81,708,154** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $7,516,461 | $6,142,121 | $7,478,370 | $6,416,461 |
| 2 Preliminary Design | $0 | $4,808,297 | $4,430,826 | $4,503,001 | $4,708,297 |
| 3 Final Design | $0 | $12,598,248 | $8,521,861 | $3,981,654 | $10,698,248 |
| 4 Implementation | $0 | $54,436,551 | $4,136,538 | $31,927,518 | $9,436,551 |
| 5 Closeout | $0 | $53,227 | $7,185 | $1 | $18,227 |
| 6 Acquisition | $0 | $2,295,370 | $171,405 | $1,226,601 | $2,295,370 |
| **Total** | **$0** | **$81,708,154** | **$23,409,936** | **$49,117,145** | **$33,573,154** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1,061,910 | $1,206,830 | $1,100,000 | $1,168,740 |
| 2 Preliminary Design | ($205,296) | $100,000 | $100,000 | ($205,296) |
| 3 Final Design | ($6,716,594) | $0 | $1,900,000 | ($8,616,594) |
| 4 Implementation | $22,490,967 | $31,100,000 | $30,600,000 | $22,990,967 |
| 5 Closeout | ($18,226) | $200,000 | $10,000 | $171,774 |
| 6 Acquisition | ($1,068,769) | $100,000 | $0 | ($968,769) |
| **Total** | **$15,543,992** | **$32,706,830** | **$33,710,000** | **$14,540,822** |

**NARRATIVES** PKS M: EASTRAIL (ERC) 1121155

## Current Scope

Eastside Rail Corridor Trail - The Eastrail is a phased capital program that will construct approximately 16 miles of paved shared use path connecting Renton, Bellevue, Kirkland, Woodinville, and Redmond. In addition to connecting communities, the trail will also connect existing regional trails including the I-90 Trail, SR 520 Trail, Sammamish River Trail, Cedar River Trail, and Lake to Sound trail. The overall program includes rehabilitation of several major structures including the Wilburton Trestle, a new bridge over NE 8th St. in Bellevue, a bridge over the Wilburton “Gap” by Washington State Department of Transportation (WSDOT) which includes partial funding support by King County, and renovation of a steel railroad bridge over I-90. As part of its phased implementation, portions of the trail will be constructed as interim (soft surface) trail to support limited use until funding for full construction is available.

# Capital Appropriation Proposal



**NARRATIVES** PKS M: EASTRAIL (ERC) 1121155

## 1. PROJECT SCOPE

Eastside Rail Corridor Trail - The Eastrail is a phased capital program that will construct approximately 16 miles of paved shared use path connecting Renton, Bellevue, Kirkland, Woodinville, and Redmond. In addition to connecting communities, the trail will also connect existing regional trails including the I-90 Trail, SR 520 Trail, Sammamish River Trail, Cedar River Trail, and Lake to Sound trail. The overall program includes rehabilitation of several major structures including the Wilburton Trestle, a new bridge over NE 8th St. in Bellevue, a bridge over the Wilburton “Gap” by Washington State Department of Transportation (WSDOT) which includes partial funding support by King County, and renovation of a steel railroad bridge over I-90. As part of its phased implementation, portions of the trail will be constructed as interim (soft surface) trail to support limited use until funding for full construction is available.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The 2021-2022 appropriation will fund the construction of the Wilburton Trestle, and support connection of the Eastrail to the Sammamish River Trail in Woodinville. The appropriation also includes funding for construction period costs associated with the King County/WSDOT partnership project to construct 2.5 miles of paved trail south of I-90 and a new trail bridge over I-405 at the “Wilburton Gap”. Additionally, the appropriation will fund ongoing and emergent program functions to support the Eastrail including legal fees, communications, property management, and program-level planning for future capital projects.

## 4. PROJECT BENEFITS/OUTCOMES

Connecting the Eastrail across the Wilburton Trestle in Bellevue and to the Sammamish River Trail in Woodinville will open substantially longer, connected segments of the trail and allow users to avoid challenging on-road alternatives.Construction of the Wilburton Trestle will open an iconic park resource to the public.

## 5. BUDGET REQUEST BASIS

This budget request will fund final design of the Wilburton Trestle. Legal and emergent costs are based on historical costs and input from Prosecuting Attorney's Office and the King County Parks Capital Improvement Program (CIP) group. Estimates are based on planning-level estimates developed by a combination of consultants and internal CIP group processes. Estimates for Wilburton Trestle are based on draft 60% engineer's estimate.

## 6. FUNDING AND REVENUE DISCUSSION

Additional funds for the Wilburton Trestle include $5.5 million in external funding from Kaiser Permanente, the State of Washington, and City of Bellevue. Additional partnership/external funding is anticipated to be raised in cooperation with the Eastrail Partners, a 501c3 formed to partner with the Eastrail owners to raise funds for implementation, prior to advertisement for bid.The connection to the Sammamish River Trail will also include partnership funding from the City of Woodinville for the NE 145th/Sammamish River Trail connection.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Other projects within the master program are in various phases of planning, design, and implementation.

## 9. ALTERNATIVES ANALYSIS

Design program for the Wilburton Trestle, including major elements such as trail width, railing type, and amenities, have been developed from design alternatives reviewed and selected through multidisciplinary review by the Parks trail and capital groups.

**NARRATIVES** PKS M: EASTRAIL (ERC) 1121155

## 10. OTHER AGENCY INVOLVEMENT

The City of Bellevue is coordinating closely with KC Parks for permitting, property, and stakeholder issues related to the Wilburton Trestle. The City of Woodinville may be the lead agency for construction of the NE 145th crossing/Sammamish River Trail project. In that case King County would be a funding partner.Preliminary design for the 145th crossing is being completed via a cost-share agreement between the County and City; final roles for construction will be determined following final design. WSDOT is implementing the design-build project constructing trail south of I-90 and the Wilburton Gap bridge in close coordination with the County. The City of Bellevue is also a partner for several scope elements in the project at public road crossings.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will improve access to the Regional Trail System and reduce the gaps in non-motorized connectivity between the cities of Renton Bellevue, Kirkland, and Woodinville.
King County's park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods.These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The Eastrail will improve non-motorized connectivity between neighborhoods and employment centers, offering commute options to reduce fossil fuel use. In combination with the completion of future phases of the Eastrail, the project will provide direct access to Sound Transit Light Rail, King County Metro RapidRide, and Sound Transit BRT stations.
Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:TRAILHEAD DEV & ACCESS 1121443

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:TRAILHEAD DEV & ACCESS |
| **Substantial Completion** | 12/31/2025 |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $292,507 | $0 | $0 | $0 | $292,507 |
| **2 Preliminary Design** | $716,340 | $0 | $0 | $0 | $716,340 |
| **3 Final Design** | $1,230,005 | $0 | $0 | $0 | $1,230,005 |
| **4 Implementation** | $8,206,950 | ($2,720,000) | $1,700,000 | $620,000 | $7,806,950 |
| **5 Closeout** | $332,507 | $0 | $0 | $0 | $332,507 |
| **6 Acquisition** | $5 | $0 | $0 | $0 | $5 |
| **Total Budget** | **$10,778,315** | **($2,720,000)** | **$1,700,000** | **$620,000** | **$10,378,315** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $434,740 | $1,362,788 | $681,394 | $2,478,922 |
| **39776 - CONTRIB REET #2** | ($2,151,420) | $0 | $0 | ($2,151,420) |
| **39789 - CONTRIB REET #1** | ($1,003,320) | $0 | $0 | ($1,003,320) |
| **Total Revenue** | **($2,720,000)** | **$1,362,788** | **$681,394** | **($675,818)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS M:TRAILHEAD DEV & ACCESS 1121443

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $354,470 | $70,327 | $140,000 | $30,000 | $10,000 | $604,797 |
| 2 Prelim Design | $277,872 | $1,425 | $163,575 | $80,000 | $0 | $522,872 |
| 3 Final Design | $678,735 | $318,235 | $530,000 | $100,000 | $0 | $1,626,970 |
| 4 Implementation | $2,860,285 | $740,322 | $1,292,950 | $1,955,000 | $610,000 | $7,458,557 |
| 5 Closeout | $18,896 | $0 | $20,000 | $15,000 | $10,000 | $63,896 |
| 6 Acquisition | $1,174 | $0 | $60,000 | $40,000 | $0 | $101,174 |
| **Total Expense** | **$4,191,432** | **$1,130,309** | **$2,206,525** | **$2,220,000** | **$630,000** | **$10,378,266** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $604,797 | $373,275 | $292,507 | $424,797 |
| 2 Preliminary Design | $0 | $522,872 | $279,234 | $716,340 | $279,297 |
| 3 Final Design | $0 | $1,626,970 | $693,880 | $1,230,005 | $996,970 |
| 4 Implementation | $0 | $7,458,557 | $2,860,285 | $8,206,950 | $3,600,607 |
| 5 Closeout | $0 | $63,896 | $19,381 | $332,507 | $18,896 |
| 6 Acquisition | $0 | $101,174 | $1,174 | $5 | $1,174 |
| **Total** | **$0** | **$10,378,266** | **$4,227,229** | **$10,778,314** | **$5,321,741** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($132,290) | $0 | $140,000 | ($272,290) |
| 2 Preliminary Design | $437,044 | $0 | $163,575 | $273,469 |
| 3 Final Design | $233,035 | $0 | $530,000 | ($296,965) |
| 4 Implementation | $4,606,344 | ($2,720,000) | $1,292,950 | $593,394 |
| 5 Closeout | $313,611 | $0 | $20,000 | $293,611 |
| 6 Acquisition | ($1,169) | $0 | $60,000 | ($61,169) |
| **Total** | **$5,456,575** | **($2,720,000)** | **$2,206,525** | **$530,050** |

**NARRATIVES** PKS M:TRAILHEAD DEV & ACCESS 1121443

## Current Scope

Trailhead Development and Access - The scope of this project includes needed trailhead and access development at park/trail locations throughout the King County Parks system to provide access to 185 miles of maintained backcountry trails.

## 1. PROJECT SCOPE

Trailhead Development and Access - The scope of this project includes needed trailhead and access development at park/trail locations throughout the King County Parks system to provide access to 185 miles of maintained backcountry trails.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** PKS M:TRAILHEAD DEV & ACCESS 1121443

## 3. PROJECT JUSTIFICATION

This program is a 2014-2019 and 2020-2025 Parks Levy Commitment. Parks saved money in the 2014-2019 levy by leveraging other funds to complete trailhead projects. Thus the extra funding in this program is being reallocated to other high priority division projects. The remaining funds in this program are needed to finish two projects in progress and to start on two new projects identified in the 2020-2025 levy.

## 4. PROJECT BENEFITS/OUTCOMES

This program improves access to natural areas and backcountry trails throughout the County allowing more users to access these publicly owned open spaces inspiring healthy communities.

## 5. BUDGET REQUEST BASIS

The 2021-2022 budget redistributes funds to other high priority Parks projects. The remaining funding will complete design and construction on two priority trailhead projects (Cougar-Precipice and Little Lake Forest) and advance design on two other trailhead project sites (Cougar-Squak and Tennant Trailhead at Rattlesnake Mountain). At the end of the levy in 2025, five more projects will be complete (two as carryover from the 2014-2019 levy and three new projects for the 2020-2025 levy).

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

During the 2019/2020 budget final design continued for Cougar-Precipice and Cougar-Squak trailheads.A feasibility study was completed for a potential future trailhead location at Cedar Grove Road, but Parks has decided not to pursue a trailhead at this location.Planning and preliminary design got underway for a new trailhead at Little Lake Forest.

## 9. ALTERNATIVES ANALYSIS

Each trailhead location is reviewed for a variety of possible siting alternatives during the design process.Generally, given the location of these sites, issues with Critical Area permitting drive selection of alternatives.

## 10. OTHER AGENCY INVOLVEMENT

Agency involvement varies with location.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard targeting Platinum.Parks seeks to minimize its impact on the environment, and by facilitating access to nature, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** PKS M:TRAILHEAD DEV & ACCESS 1121443

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS NEWAUKUM/BIG SPRING CRK 1121445

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/31/2021 |
| **Location** | Newaukum/Big Spring Creek Natural Area |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,165,000 | $0 | $0 | $0 | $1,165,000 |
| **Total Budget** | **$1,165,000** | **$0** | **$0** | **$0** | **$1,165,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS NEWAUKUM/BIG SPRING CRK 1121445

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $978,805 | $50,000 | $136,000 | $0 | $0 | $1,164,805 |
| **Total Expense** | **$978,805** | **$50,000** | **$136,000** | **$0** | **$0** | **$1,164,805** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,164,805 | $1,019,280 | $1,165,000 | $1,028,805 |
| **Total** | **$0** | **$1,164,805** | **$1,019,280** | **$1,165,000** | **$1,028,805** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $136,195 | $0 | $136,000 | $195 |
| **Total** | **$136,195** | **$0** | **$136,000** | **$195** |

## NARRATIVES

PKS NEWAUKUM/BIG SPRING CRK 1121445

### Current Scope

Newaukum and Big Spring Creeks - This project is ongoing restoration work in the basin: the major CIP work on Big Spring Creek and the small-scale plantings and restoration which have planted more than 200,000 trees along Big Spring and Newaukum Creeks since 2007. Expanding the size of this natural area provides more public land where beaver can recolonize sites and act as agents for restoration, thereby potentially reducing future drainage complaints on private lands.

### 1. PROJECT SCOPE

Newaukum and Big Spring Creeks - This project is ongoing restoration work in the basin: the major CIP work on Big Spring Creek and the small-scale plantings and restoration which have planted more than 200,000 trees along Big Spring and Newaukum Creeks since 2007. Expanding the size of this natural area provides more public land where beaver can recolonize sites and act as agents for restoration, thereby potentially reducing future drainage complaints on private lands.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Chinook and steelhead salmon recovery.

### 4. PROJECT BENEFITS/OUTCOMES

Improved habitat and water quality.

### 5. BUDGET REQUEST BASIS

Scope is adjusted to adopt the primary targets in the 2021 Green River/Newaukum Creek awards as primary targets in the scope of the past awards for Green River/Newaukum Creek.

### 6. FUNDING AND REVENUE DISCUSSION

NA

**NARRATIVES** PKS NEWAUKUM/BIG SPRING CRK 1121445

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

Property Acquisitions have begun (Suhversnik, Martenson).

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

WLRD taking lead on acquisition; Parks to manage land post-acquisition.

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

South King County needs more opens space, parks and trails; it is significantly lagging behind north and central King County.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS GRIFFIN CREEK NA 1121451

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Left bank of Griffin Creek, 2 miles south of Carnation. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1 | $0 | $0 | $0 | $1 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $1 | $0 | $0 | $0 | $1 |
| **4 Implementation** | $1 | $0 | $0 | $0 | $1 |
| **5 Closeout** | $1 | $0 | $0 | $0 | $1 |
| **6 Acquisition** | $570,001 | $195,000 | $0 | $0 | $765,001 |
| **Total Budget** | **$570,006** | **$195,000** | **$0** | **$0** | **$765,006** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $195,000 | $0 | $0 | $195,000 |
| **Total Revenue** | **$195,000** | **$0** | **$0** | **$195,000** |

### EXPENSE PKS GRIFFIN CREEK NA 1121451

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $460 | $0 | $0 | $0 | $0 | $460 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $496,173 | $20,000 | $195,000 | $0 | $0 | $711,173 |
| **Total Expense** | **$496,634** | **$20,000** | **$195,000** | **$0** | **$0** | **$711,634** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $460 | $460 | $1 | $460 |
| 2 Preliminary Design | $0 | $0 | $0 | $1 | $0 |
| 3 Final Design | $0 | $0 | $0 | $1 | $0 |
| 4 Implementation | $0 | $0 | $0 | $1 | $0 |
| 5 Closeout | $0 | $0 | $0 | $1 | $0 |
| 6 Acquisition | $0 | $711,173 | $531,949 | $570,001 | $516,173 |
| **Total** | **$0** | **$711,634** | **$532,409** | **$570,006** | **$516,633** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($459) | $0 | $0 | ($459) |
| 2 Preliminary Design | $1 | $0 | $0 | $1 |
| 3 Final Design | $1 | $0 | $0 | $1 |
| 4 Implementation | $1 | $0 | $0 | $1 |
| 5 Closeout | $1 | $0 | $0 | $1 |
| 6 Acquisition | $53,828 | $195,000 | $195,000 | $53,828 |
| **Total** | **$53,373** | **$195,000** | **$195,000** | **$53,373** |

## NARRATIVES PKS GRIFFIN CREEK NA 1121451

### Current Scope

Griffin Creek Natural Area - This project would expand the existing Griffin Creek Natural Area.

### 1. PROJECT SCOPE

Griffin Creek Natural Area - This project would expand the existing Griffin Creek Natural Area.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Acquisition of this site would contribute to increased habitat connectivity between the headwaters of Griffin Creek in the Snoqualmie Forest and the Snoqualmie River. Griffin Creek provides habitat for a wide range of salmonids including Chinook and steelhead trout; in particular, Griffin Creek is a a major spawning site for coho, producing more coho salmon than any other creek in the Snohomish basin.

### 4. PROJECT BENEFITS/OUTCOMES

Addition of 3.1 acres to existing Griffin Creek Natural Area, a King County open space.

### 5. BUDGET REQUEST BASIS

This year’s award would allow the County to acquire 3.1 acres of vacant land between Griffin Creek Rd NE and Griffin Creek. The County will conduct a boundary line adjustment for a partial acquisition of a larger parcel.

### 6. FUNDING AND REVENUE DISCUSSION

The CFT Citizens Committee also recommended CFT funding for this project which is budgeted in Fund 3151.

### 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

# Capital Appropriation Proposal



**NARRATIVES** PKS GRIFFIN CREEK NA 1121451

## 8. PROJECT STATUS

Expansion of this natural is ongoing.In 2021 we aim to purchase one parcel, 2725079055, to add to Griffin Creek NA. The appraisal has been completed and the sellers accepted an offer contingent on financing.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS PINER POINT NATURAL AREA 1121452

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Vashon-Maury Island Marine Shoreline |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1 | $0 | $0 | $0 | $1 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $1 | $0 | $0 | $0 | $1 |
| **4 Implementation** | $1 | $0 | $0 | $0 | $1 |
| **5 Closeout** | $1 | $0 | $0 | $0 | $1 |
| **6 Acquisition** | $600,001 | $0 | $0 | $0 | $600,001 |
| **Total Budget** | **$600,006** | **$0** | **$0** | **$0** | **$600,006** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS PINER POINT NATURAL AREA 1121452

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $54 | $0 | $0 | $0 | $0 | $54 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $371,475 | $228,476 | $0 | $0 | $0 | $599,951 |
| **Total Expense** | **$371,530** | **$228,476** | **$0** | **$0** | **$0** | **$600,006** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $1 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $1 | $0 |
| 3 Final Design | $0 | $0 | $0 | $1 | $0 |
| 4 Implementation | $0 | $54 | $54 | $1 | $54 |
| 5 Closeout | $0 | $0 | $0 | $1 | $0 |
| 6 Acquisition | $0 | $599,951 | $372,690 | $600,001 | $599,951 |
| **Total** | **$0** | **$600,006** | **$372,744** | **$600,006** | **$600,005** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1 | $0 | $0 | $1 |
| 2 Preliminary Design | $1 | $0 | $0 | $1 |
| 3 Final Design | $1 | $0 | $0 | $1 |
| 4 Implementation | ($53) | $0 | $0 | ($53) |
| 5 Closeout | $1 | $0 | $0 | $1 |
| 6 Acquisition | $50 | $0 | $0 | $50 |
| **Total** | **$1** | **$0** | **$0** | **$1** |

## NARRATIVES

PKS PINER POINT NATURAL AREA 1121452

### Current Scope

Piner Point Natural Area - This project is a multi-year effort to purchase several properties on Piner Point on the south end of Maury Island. The project will acquire two parcels as additions to Pt. Heyer and Corbin Beach Natural Area, preserving intact parcels and purchasing developed shoreline to allow for future restoration opportunities.

### 1. PROJECT SCOPE

Piner Point Natural Area - This project is a multi-year effort to purchase several properties on Piner Point on the south end of Maury Island. The project will acquire two parcels as additions to Pt. Heyer and Corbin Beach Natural Area, preserving intact parcels and purchasing developed shoreline to allow for future restoration opportunities.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Chinook salmon populations are greatly reduced from historic numbers and orcas are starving.This project protects and provides restoration opportunities to improve habitat conditions along the marine nearshore for juvenile Chinook and their prey species such as forage fish.

### 4. PROJECT BENEFITS/OUTCOMES

Piner Point is a bluff-backed shoreline where sand and gravel from the hillside naturally erode down to the beach, feeding an intertidal shoreline sediment drift cell that flows to the north with the Puget Sound currents. King County has been acquiring properties at Piner Point for several years to remove shoreline armoring and to restore the natural beach functions.

### 5. BUDGET REQUEST BASIS

The County requested the addition of a 2.8-acre parcel at Point Heyer and a 3.36-acre parcel at Corbin Beach, as well as a scope clarification to make a parcel at Big Beach/Lost Lake a priority target. The Committee approves the addition of parcels 3223039160 and 1823089092 to the scope, and approves the scope clarification to make parcel 2622069080 a priority parcel.

# Capital Appropriation Proposal



**NARRATIVES** PKS PINER POINT NATURAL AREA 1121452

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

We are actively engaged in negotiations with property owners.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Vashon Land Trust

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project helps restore salmon populations and wildlife essential for indigenous treaty rights as well as subsistence fishing communities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:RTS MOBILITY CONNECTIONS 1121455

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:RTS MOBILITY CONNECTIONS |
| **Substantial Completion** | 12/31/2024 |
| **Location** | Redmond, Bothell and other areas TBD |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $459,851 | $0 | $0 | $0 | $459,851 |
| **2 Preliminary Design** | $90,151 | $0 | $0 | $0 | $90,151 |
| **3 Final Design** | $1 | ($3,480,000) | $0 | $0 | ($3,479,999) |
| **4 Implementation** | $5,380,730 | $0 | $0 | $0 | $5,380,730 |
| **5 Closeout** | $1 | $0 | $0 | $0 | $1 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$5,930,735** | **($3,480,000)** | **$0** | **$0** | **$2,450,735** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | ($3,480,000) | $0 | $0 | ($3,480,000) |
| **Total Revenue** | **($3,480,000)** | **$0** | **$0** | **($3,480,000)** |

### EXPENSE PKS M:RTS MOBILITY CONNECTIONS 1121455

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $451,162 | $50,000 | $90,000 | $57,391 | $0 | $648,553 |
| **2 Prelim Design** | $2,123 | $142,459 | $0 | $0 | $0 | $144,582 |
| **3 Final Design** | $10,727 | $0 | $0 | $0 | $0 | $10,727 |
| **4 Implementation** | $1,077,442 | $57,981 | $507,319 | $0 | $0 | $1,642,742 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $4,132 | $0 | $0 | $0 | $0 | $4,132 |
| **Total Expense** | **$1,545,586** | **$250,440** | **$597,319** | **$57,391** | **$0** | **$2,450,736** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $648,553 | $489,812 | $459,851 | $501,162 |
| 2 Preliminary Design | $0 | $144,582 | $12,410 | $90,151 | $144,582 |
| 3 Final Design | $0 | $10,727 | $30,679 | $1 | $10,727 |
| 4 Implementation | $0 | $1,642,742 | $1,077,442 | $5,380,730 | $1,135,423 |
| 5 Closeout | $0 | $0 | $0 | $1 | $0 |
| 6 Acquisition | $0 | $4,132 | $4,132 | $1 | $4,132 |
| **Total** | **$0** | **$2,450,736** | **$1,614,475** | **$5,930,735** | **$1,796,026** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($41,311) | $0 | $90,000 | ($131,311) |
| 2 Preliminary Design | ($54,430) | $0 | $0 | ($54,430) |
| 3 Final Design | ($10,726) | ($3,480,000) | $0 | ($3,490,726) |
| 4 Implementation | $4,245,307 | $0 | $507,319 | $3,737,988 |
| 5 Closeout | $1 | $0 | $0 | $1 |
| 6 Acquisition | ($4,131) | $0 | $0 | ($4,131) |
| **Total** | **$4,134,710** | **($3,480,000)** | **$597,319** | **$57,391** |

## NARRATIVES

PKS M:RTS MOBILITY CONNECTIONS 1121455

### Current Scope

Regional Trail System (RTS) Mobility Connections (MCs) - are defined in the Regional Trail System Network Vision (2012) as connections from existing and planned regional trails to important destinations - transit centers, city centers, and other important locations. This master program will investigate the feasibility of designing and implementing these bicycle and pedestrian links within King County's urban areas and, where appropriate, will partner with other public agencies to design and construct them. In addition, this program supports continued planning efforts in coordination with Sound Transit and the Downtown Redmond Link Extension Project to integrate nonmotorized connectivity to their nearby facilities.

### 1. PROJECT SCOPE

Regional Trail System (RTS) Mobility Connections (MCs) - are defined in the Regional Trail System Network Vision (2012) as connections from existing and planned regional trails to important destinations - transit centers, city centers, and other important locations. This master program will investigate the feasibility of designing and implementing these bicycle and pedestrian links within King County's urban areas and, where appropriate, will partner with other public agencies to design and construct them. In addition, this program supports continued planning efforts in coordination with Sound Transit and the Downtown Redmond Link Extension Project to integrate nonmotorized connectivity to their nearby facilities.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

King County has been coordinating with the City of Bothell for 2+ years to create a connection from the Sammamish River Trail.Building on this coordination to continue and complete this project is essential.In addition, King County needs to continue coordinating with Sound Transit on their DRLE Project, the urgency is driven by the pace and schedule of Sound Transit's project.Finally, King County needs funding to maintain its inventory of trip counters.

**NARRATIVES** PKS M:RTS MOBILITY CONNECTIONS 1121455

## 4. PROJECT BENEFITS/OUTCOMES

When existing subprojects are completed, a direct non-motorized connection will be created between the Sammamish River Trail and the Bothell City Center. In addition, King County's trip counter program will continue to be maintained and be generating trail use data for numerous locations along King County's Regional Trail System. Finally, King County will continue coordinating with Sound Transit on their Downtown Redmond Link Extension (DRLE) project to fully integrate their new facilities with King County's facilities.

## 5. BUDGET REQUEST BASIS

Disappropriation is requested from two subprojects that are proposed to be standalone projects.

Marymoor Trail Water Maintenance Extension project (a new standalone project#1139078) is to build a connector trail between the new SE Redmond Light Rail Station and the Marymoor Connector Trail. The proposed disappropriation from the subproject will fund this new standalone project.

ELST Redmond Light Rail Extension project (a new standalone project #1139077) is to integrate nonmotorized connectivity to their nearby facilities. New Parks Levy will fund this new Project. The original funding source for subproject came from the Emergent Contingency which provided the match dollars and near-term funding needed to initiate planning work on this project. The proposed disappropriation from this subproject will be distributed to other needs within the Regional Trails Capital Program.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Mobility Connections program are in various stages of planning/implementation.Remaining balance will continue to support planning/coordination with Sound Transit on the DRLE Project (Downtown Redmond Light Rail Extension) which is scheduled for completion in 2024.The program keeps maintaining the Regional Trails Trip Counter program.In addition, coordination is currently ongoing with the City of Bothell with negotiating an agreement to fund a connection between the Sammamish River Trail and the Bothell City Center.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

City of Redmond, Sound Transit, WSDOT, King County Metro, and Parks are working together to plan, design, engineer, and make the essential non-motorized public facility mobility connections in SE Redmond a reality. KC Parks is also coordinating with the City of Bothell.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. Investments from King County and Partner agencies involved in this project will increase access to Marymoor Park and ELST. This will provide increased access and benefit to underserved communities and allow more disadvantaged individuals to travel to the area and use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

**NARRATIVES** PKS M:RTS MOBILITY CONNECTIONS 1121455

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:AQUATIC CENTER 1121497

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:AQUATIC CENTER |
| **Substantial Completion** | |
| **Location** | King County Aquatic Center |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $10,841 | $5,000 | $10,000 | $5,000 | $30,841 |
| **2 Preliminary Design** | $56,049 | $45,000 | $50,000 | $25,000 | $176,049 |
| **3 Final Design** | $325,843 | $205,000 | $240,000 | $150,000 | $920,843 |
| **4 Implementation** | $4,748,756 | $2,081,920 | $1,590,000 | $1,085,000 | $9,505,676 |
| **5 Closeout** | $6,938 | $15,000 | $10,000 | $5,000 | $36,938 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$5,148,429** | **$2,351,920** | **$1,900,000** | **$1,270,000** | **$10,670,349** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $2,351,920 | $2,133,333 | $1,066,667 | $5,551,920 |
| **Total Revenue** | **$2,351,920** | **$2,133,333** | **$1,066,667** | **$5,551,920** |

### EXPENSE PKS M:AQUATIC CENTER 1121497

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $23,489 | $4,140 | $5,000 | $10,000 | $5,000 | $47,629 |
| **2 Prelim Design** | $35,000 | $0 | $50,000 | $50,000 | $25,000 | $160,000 |
| **3 Final Design** | $829,585 | $0 | $205,000 | $240,000 | $150,000 | $1,424,585 |
| **4 Implementation** | $1,790,136 | $2,060,860 | $2,283,323 | $1,590,000 | $1,085,000 | $8,809,319 |
| **5 Closeout** | $22,131 | $10,000 | $15,000 | $10,000 | $5,000 | $62,131 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,700,341** | **$2,075,000** | **$2,558,323** | **$1,900,000** | **$1,270,000** | **$10,503,664** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $47,629 | $28,001 | $10,841 | $27,629 |
| 2 Preliminary Design | $0 | $160,000 | $35,000 | $56,049 | $35,000 |
| 3 Final Design | $0 | $1,424,585 | $1,272,900 | $325,843 | $829,585 |
| 4 Implementation | $0 | $8,809,319 | $1,821,557 | $4,748,756 | $3,850,996 |
| 5 Closeout | $0 | $62,131 | $23,715 | $6,938 | $32,131 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$10,503,664** | **$3,181,173** | **$5,148,428** | **$4,775,341** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($16,788) | $5,000 | $5,000 | ($16,788) |
| 2 Preliminary Design | $21,049 | $45,000 | $50,000 | $16,049 |
| 3 Final Design | ($503,742) | $205,000 | $205,000 | ($503,742) |
| 4 Implementation | $897,760 | $2,081,920 | $2,283,323 | $696,357 |
| 5 Closeout | ($25,193) | $15,000 | $15,000 | ($25,193) |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$373,087** | **$2,351,920** | **$2,558,323** | **$166,684** |

## NARRATIVES

PKS M:AQUATIC CENTER 1121497

### Current Scope

The King County Aquatic Center (KCAC) - was built in 1989 to host the Seattle Goodwill Games in 1990. The complex consists of two main buildings, the Aquatic Center (which includes a dive pool, a competition pool, a recreational pool and associated support spaces including offices, locker rooms and mechanical rooms) and Banquet Hall (built in 1997), plus three paved parking lots surrounding the buildings. This master program would fund priority and emergent capital projects to address priority capital rehabilitation needs, major maintenance, repair and safety needs at the KCAC.

### 1. PROJECT SCOPE

The King County Aquatic Center (KCAC) - was built in 1989 to host the Seattle Goodwill Games in 1990. The complex consists of two main buildings, the Aquatic Center (which includes a dive pool, a competition pool, a recreational pool and associated support spaces including offices, locker rooms and mechanical rooms) and Banquet Hall (built in 1997), plus three paved parking lots surrounding the buildings. This master program would fund priority and emergent capital projects to address priority capital rehabilitation needs, major maintenance, repair and safety needs at the KCAC.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

KCAC is a regional destination, an important and essential asset to the Parks Division. It is identified in the current Parks Levy as an essential regional park facility and requires continued investment in order to ensure it is available for use by the community. Parks has many ongoing operational requirements needed to keep the system open and usable by constituents. A critical necessity of keeping parks open is to ensure that capital assets are in safe operating order. Emergent capital or major maintenance repair needs occur frequently that must be undertaken and completed in an accelerated manner in order to keep facilities open. Safety is of paramount concern given the volume of users in the Parks System and having adequate funding to respond is an essential part of operating a parks system.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:AQUATIC CENTER 1121497

## 4. PROJECT BENEFITS/OUTCOMES

Keeping parks capital investments and assets safe and open is a requirement for continued operation of any facility. An unfunded program, reductions in funding, or non-action alternative will generally result in a worsening of any known deteriorating conditions, which may impact the Parks Division's ability to fulfill its mission. Delays in addressing these conditions may result in additional costs or closure of park facilities.

## 5. BUDGET REQUEST BASIS

The planned asset improvement projects funded by this 2021/2022 appropriation include updating light fixtures to LED, resurfacing the pool deck, replacing the street reader board, repairing the banquet hall roof, adding shades to the skylights in the lobby, and the replacing the HVAC and Pool Pak systems.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Final design, permitting, and procurement is complete for the skylight replacement.Installation is scheduled for July and August 2020.Other projects will begin design upon adoption of the 2021/2022 budget.

## 9. ALTERNATIVES ANALYSIS

Feasibility Study was undertaken and examined four different skylight material options. The selected option provided the best value and met the functional requirements for facility.

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

WKCAC is a regional facility that allows for vendors to provide swimming lessons and practice opportunities for children of all ages and incomes. King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods.These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** PKS M:AQUATIC CENTER 1121497

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:PLAYAREA REHAB 1121498

Master Project, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:PLAYAREA REHAB |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $38,296 | $11,000 | $18,000 | $20,000 | $87,296 |
| **2 Preliminary Design** | $302,771 | $11,000 | $20,000 | $20,000 | $353,771 |
| **3 Final Design** | $97,027 | $45,000 | $50,000 | $55,000 | $247,027 |
| **4 Implementation** | $2,791,194 | $606,820 | $870,000 | $685,000 | $4,953,014 |
| **5 Closeout** | $21,927 | $15,000 | $10,000 | $15,000 | $61,927 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$3,251,217** | **$688,820** | **$968,000** | **$795,000** | **$5,703,037** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $6,820 | $9,680 | $0 | $16,500 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $688,820 | $793,730 | $396,865 | $1,879,415 |
| **Total Revenue** | **$688,820** | **$793,730** | **$396,865** | **$1,879,415** |

### EXPENSE PKS M:PLAYAREA REHAB 1121498

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $308,390 | $10,000 | $11,000 | $18,000 | $20,000 | $367,390 |
| **2 Prelim Design** | $71,861 | $35,000 | $11,000 | $20,000 | $20,000 | $157,861 |
| **3 Final Design** | $301,472 | $30,000 | $55,000 | $50,000 | $55,000 | $491,472 |
| **4 Implementation** | $1,819,271 | $505,654 | $759,206 | $870,000 | $685,000 | $4,639,131 |
| **5 Closeout** | $7,184 | $0 | $15,000 | $10,000 | $15,000 | $47,184 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,508,177** | **$580,654** | **$851,206** | **$968,000** | **$795,000** | **$5,703,037** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $377,390 | $311,508 | $38,296 | $318,390 |
| 2 Preliminary Design | $0 | $167,861 | $94,436 | $302,771 | $106,861 |
| 3 Final Design | $0 | $521,472 | $331,406 | $97,027 | $331,472 |
| 4 Implementation | $0 | $5,039,131 | $1,820,856 | $2,791,194 | $2,324,925 |
| 5 Closeout | $0 | $52,184 | $8,203 | $21,927 | $7,184 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$6,158,037** | **$2,566,409** | **$3,251,216** | **$3,088,832** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($280,094) | $11,000 | $11,000 | ($280,094) |
| 2 Preliminary Design | $195,911 | $11,000 | $11,000 | $195,911 |
| 3 Final Design | ($234,445) | $45,000 | $55,000 | ($244,445) |
| 4 Implementation | $466,269 | $606,820 | $759,206 | $313,883 |
| 5 Closeout | $14,743 | $15,000 | $15,000 | $14,743 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$162,385** | **$688,820** | **$851,206** | **($1)** |

## NARRATIVES

PKS M:PLAYAREA REHAB 1121498

### Current Scope

Play Area Rehabilitation Program - The project will fund the removal, rehabilitation, and upgrade of play structures and safety surfacing at regional, rural and UGA parks throughout the King County Parks system, as needed for safety. Depending on the current condition of a play area, rehabilitation will vary from full replacement of equipment and safety surfacing for some play areas, to partial equipment or surfacing replacement in other areas.

### 1. PROJECT SCOPE

Play Area Rehabilitation Program - The project will fund the removal, rehabilitation, and upgrade of play structures and safety surfacing at regional, rural and UGA parks throughout the King County Parks system, as needed for safety. Depending on the current condition of a play area, rehabilitation will vary from full replacement of equipment and safety surfacing for some play areas, to partial equipment or surfacing replacement in other areas.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The existing play structures and safety surfacing are approaching the end of their useful life, are showing signs of aging and need to be replaced. Funding this project ensures that the play structures are safe, meet ADA requirements and meet the growing and changing needs of the community. This project is consistent with the funding recommendations of the Parks Levy Task Force.

### 4. PROJECT BENEFITS/OUTCOMES

The program protects the health and safety of park users and ensures that all play areas can be kept open.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:PLAYAREA REHAB 1121498

## 5. BUDGET REQUEST BASIS

Planned projects to be done with this proposed appropriation: Carryover funds from 2019/2020 will be used to finish the rehabilitation of the Skyway Play (2021) and Marymoor North 5-12 year (2021) area. Design and construction will be done for rehabilitation of Boulevard Lane Park (2022) and drainage and curbing at Preston Athletic Fields (2021). Design will also start for Maplewood Park (2022).
Future planned appropriation 2023-2025 requests, if approved, will fund these projects: Maplewood, 5 to 12 year area construction, Dockton 5 to 12 year area design and construction, and Big Finn Hill Climbing Net design and construction. Additional projects will be programmed each year based on equipment condition.
Budget is based on detailed Engineer's Estimate, past experience with similar project and on contractual commitments for design, engineering and construction.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

As of June 2020 13 Play Areas have been completed under this program. Funds from the 2020 appropriation will be used to construct Marymoor Park North, for which construction may carry over into 2021.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Investments in King County’s Park and Trail Systems have positive impacts on determinants of equity such as access to parks, trails, and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods.These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program targets Programmatic Sustainable Scorecard Platinum rating.Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** PKS M:PLAYAREA REHAB 1121498

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:BRIDGE&TRESTLE PROGRAM 1121499

Master Project, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:BRIDGE&TRESTLE PROGRAM |
| **Substantial Completion** | 12/31/2025 |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $495,536 | $0 | $0 | $0 | $495,536 |
| **2 Preliminary Design** | $332,265 | $0 | $0 | $0 | $332,265 |
| **3 Final Design** | $1,043,285 | $186,130 | $164,675 | $85,687 | $1,479,777 |
| **4 Implementation** | $4,164,031 | $2,865,110 | $2,651,739 | $2,403,549 | $12,084,429 |
| **5 Closeout** | $63,588 | $0 | $0 | $0 | $63,588 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$6,098,708** | **$3,051,240** | **$2,816,414** | **$2,489,236** | **$14,455,598** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $30,210 | $0 | $0 | $30,210 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39776 - CONTRIB REET #2** | $1,448,639 | $0 | $0 | $1,448,639 |
| **39789 - CONTRIB REET #1** | $1,602,601 | $169,000 | $854,000 | $2,625,601 |
| **Total Revenue** | **$3,051,240** | **$169,000** | **$854,000** | **$4,074,240** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS M:BRIDGE&TRESTLE PROGRAM 1121499

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $307,954 | $0 | $0 | $0 | $0 | $307,954 |
| 2 Prelim Design | $152,510 | $0 | $0 | $0 | $0 | $152,510 |
| 3 Final Design | $419,257 | $300,000 | $156,130 | $164,675 | $85,687 | $1,125,749 |
| 4 Implementation | $2,943,959 | $1,400,000 | $3,304,009 | $1,520,173 | $2,779,236 | $11,947,377 |
| 5 Closeout | $10,896 | $0 | $0 | $0 | $0 | $10,896 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,834,577** | **$1,700,000** | **$3,460,139** | **$1,684,848** | **$2,864,923** | **$13,544,487** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $307,954 | $343,899 | $495,536 | $307,954 |
| 2 Preliminary Design | $0 | $152,510 | $155,862 | $332,265 | $152,510 |
| 3 Final Design | $0 | $1,125,749 | $471,858 | $1,043,285 | $719,257 |
| 4 Implementation | $0 | $12,264,151 | $3,175,764 | $4,164,031 | $4,343,959 |
| 5 Closeout | $0 | $10,896 | $29,355 | $63,588 | $10,896 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$13,861,260** | **$4,176,738** | **$6,098,706** | **$5,534,576** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $187,582 | $0 | $0 | $187,582 |
| 2 Preliminary Design | $179,755 | $0 | $0 | $179,755 |
| 3 Final Design | $324,028 | $186,130 | $156,130 | $354,028 |
| 4 Implementation | ($179,928) | $2,865,110 | $3,304,009 | ($618,827) |
| 5 Closeout | $52,693 | $0 | $0 | $52,693 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$564,131** | **$3,051,240** | **$3,460,139** | **$155,232** |

**NARRATIVES** PKS M:BRIDGE&TRESTLE PROGRAM 1121499

## Current Scope

The Bridge and Trestle Program - The Bridge and Trestle master program is an ongoing effort to inspect, enhance, repair and replace (as needed) the bridge and trestle structures associated with King County Parks' Regional Trails System.

## 1. PROJECT SCOPE

The Bridge and Trestle Program - The Bridge and Trestle master program is an ongoing effort to inspect, enhance, repair and replace (as needed) the bridge and trestle structures associated with King County Parks' Regional Trails System.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** PKS M:BRIDGE&TRESTLE PROGRAM 1121499

## 3. PROJECT JUSTIFICATION

This master program implements recommendations to rehabilitate and preserve numerous historic railroad bridges and trestles in the Division's Regional Trail System.This is an on-going high priority, safety-related project for the Division.The project funds the ongoing inspection and rehabilitation of the 93 bridges and trestles, most of which were incorporated into the system with the abandonment of former railroad lines. The Division works closely with the Road Services Division to ensure timely inspection and appropriate rehabilitation of these facilities. This program is costly given that many bridges are nearing 100 years in age, span over 100 feet, and are located in environmentally sensitive areas. The Bridge and Trestle Rehab Program identifies significant rehab needs, prioritizes repairs, and undertakes appropriate construction to ensure that the system's bridges and trestles are safe and sound.

## 4. PROJECT BENEFITS/OUTCOMES

The program strives to keep our regional trail system open to both users and our maintenance vehicles. Investing in bridge infrastructure rehabilitation early reduces the long term cost of replacement but extending the remaining useful life of existing assets.

## 5. BUDGET REQUEST BASIS

The amount requested for the master program in this 2021-2022 appropriation request comes from the overall 6 year CIP program for bridges and trestles. Individual project budgets are based on detailed Engineer's Estimates, past experience with previous similar bridge projects and on recent contractual commitments for design and engineering. The 2021-2022 appropriation request for the master program includes but is not limited to funding for the following countywide work: responding to emergent priority bridge issues that arise, program administration, inspections, load ratings, small repairs, and replacements.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

Maintenance of the bridge and trestle structures within the regional trail system enables operations staff to efficiently conduct their work.When bridges fall into disrepair there is an added operational cost due to re-routing and detours.

## 8. PROJECT STATUS

Bridge inspections scheduled for 2020 are currently underway. Various small bridge repairs are currently scheduled for the fall 2020 as well as one emergent repair (2266-10) not listed in the previous 6 yr CIP.Load ratings will be conducted on all of the recently rehabilitated Eastrail bridges and trestles.Construction on the Remlinger bridge (2178-29) will begin this summer and extend into to the fall.

## 9. ALTERNATIVES ANALYSIS

All large rehabilitation and replacement projects begin with a feasibility study that identifies cost effective construction materials and methods. These large projects are typically standalone.

## 10. OTHER AGENCY INVOLVEMENT

The Bridge Engineering Unit of the Road Services Division performs inspections, calculates load ratings and reviews bridge plans for the Parks Division.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County's park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

**NARRATIVES** PKS M:BRIDGE&TRESTLE PROGRAM 1121499

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:REG TRL SURFACE IMPR 1121500

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:REG TRL SURFACE IMPR |
| **Substantial Completion** | 12/31/2020 |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $90,279 | $0 | $0 | $0 | $90,279 |
| **2 Preliminary Design** | $78,610 | $0 | $0 | $0 | $78,610 |
| **3 Final Design** | $1,486,250 | $0 | $0 | $0 | $1,486,250 |
| **4 Implementation** | $5,181,781 | ($460,000) | $0 | $0 | $4,721,781 |
| **5 Closeout** | $70,141 | $0 | $0 | $0 | $70,141 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$6,907,064** | **($460,000)** | **$0** | **$0** | **$6,447,064** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39789 - CONTRIB REET #1** | ($460,000) | $0 | $0 | ($460,000) |
| **Total Revenue** | **($460,000)** | **$0** | **$0** | **($460,000)** |

### EXPENSE PKS M:REG TRL SURFACE IMPR 1121500

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $632,403 | $35,000 | $10,000 | $0 | $0 | $677,403 |
| **2 Prelim Design** | $3,869 | $0 | $0 | $0 | $0 | $3,869 |
| **3 Final Design** | $669,695 | $506,000 | $60,000 | $0 | $0 | $1,235,695 |
| **4 Implementation** | $2,455,044 | $630,000 | $1,405,000 | $0 | $0 | $4,490,044 |
| **5 Closeout** | $5,353 | $25,000 | $0 | $0 | $0 | $30,353 |
| **6 Acquisition** | $3,441 | $0 | $0 | $0 | $0 | $3,441 |
| **Total Expense** | **$3,769,805** | **$1,196,000** | **$1,475,000** | **$0** | **$0** | **$6,440,805** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $677,403 | $641,916 | $90,279 | $667,403 |
| 2 Preliminary Design | $0 | $3,869 | $3,957 | $78,610 | $3,869 |
| 3 Final Design | $0 | $1,270,695 | $774,995 | $1,486,250 | $1,175,695 |
| 4 Implementation | $0 | $4,094,044 | $3,006,412 | $5,181,781 | $3,085,044 |
| 5 Closeout | $0 | $30,353 | $9,628 | $70,141 | $30,353 |
| 6 Acquisition | $0 | $3,441 | $3,441 | $1 | $3,441 |
| **Total** | **$0** | **$6,079,805** | **$4,440,349** | **$6,907,062** | **$4,965,805** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($577,124) | $0 | $10,000 | ($587,124) |
| 2 Preliminary Design | $74,742 | $0 | $0 | $74,742 |
| 3 Final Design | $310,555 | $0 | $60,000 | $250,555 |
| 4 Implementation | $2,096,737 | ($460,000) | $1,405,000 | $231,737 |
| 5 Closeout | $39,788 | $0 | $0 | $39,788 |
| 6 Acquisition | ($3,440) | $0 | $0 | ($3,440) |
| **Total** | **$1,941,258** | **($460,000)** | **$1,475,000** | **$6,258** |

## NARRATIVES

PKS M:REG TRL SURFACE IMPR 1121500

### Current Scope

Regional Trail Surface Program - This program will identify, design, engineer, permit, and implement emergency repairs, major maintenance, and rehabilitate soft surface and paved trails including trail appurtenances (drainage under surfacing, pathways to trail parking and rest areas) throughout the Regional Trails System (RTS).This program work will include major resurfacing and repairs that exceed normal maintenance and will allow the Division to respond to emergency surface repairs or unforeseen trail issues as they occur to ensure trail usability and safety.

### 1. PROJECT SCOPE

Regional Trail Surface Program - This program will identify, design, engineer, permit, and implement emergency repairs, major maintenance, and rehabilitate soft surface and paved trails including trail appurtenances (drainage under surfacing, pathways to trail parking and rest areas) throughout the Regional Trails System (RTS).This program work will include major resurfacing and repairs that exceed normal maintenance and will allow the Division to respond to emergency surface repairs or unforeseen trail issues as they occur to ensure trail usability and safety.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This program will allow the Division to protect the health and safety of trail users and avoid extensive closures. This work will also protect the trail infrastructure from further deterioration. A 2018 Pavement Management System report including GIS maps identified needed repairs along specific trail segments in order to sustain usability and safety. A pavement condition index on GIS maps was generated to prioritized pavement repairs and overlay of the regional trail system.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:REG TRL SURFACE IMPR 1121500

## 4. PROJECT BENEFITS/OUTCOMES

A safe and open Regional Trail System with safe usable surfacing and appurtenances is the primary benefit and outcome of this program, and is a requirement for continued operation of any facility. An unfunded program, reductions in funding, or non-action funding alternative will generally result in a worsening of any known deteriorating conditions impacting capital assets within the system and which may impact the Parks Division's ability to fulfill its mission. Delays in addressing these conditions may also result in additional costs and/or closure of park facilities. This revenue reallocation will support other Parks projects.

## 5. BUDGET REQUEST BASIS

This program is being incorporated into a new master program 1139079 Parks Capital Improvements for Regional Trails. Currently programmed projects will be completed. This appropriation reduces the budget by $460,000. The remaining funds will be spent out over the next 2 years.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

These maintenance and safety projects have a positive impact on operating budgets. They eliminate trouble spots in the system and allow operations staff to focus other areas.For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

This program is being rolled into a new master program 1139079 Parks Capital Improvements for Regional Trails. Currently programmed projects will be completed. This appropriation reduces the budget by $460,000. The remaining funds will be spent out over the next 2 years.

## 9. ALTERNATIVES ANALYSIS

A non-action alternative will result in a worsening of a known deteriorating condition, which may impact public usability of the RTS and create a safety risk for King County.By delaying or not funding this project, the Division runs the risk of losing sections of trail surfacing to deterioration and/or facing higher costs at a later date.

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** PKS M:REG TRL SURFACE IMPR 1121500

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:DOCK REHAB PROGRAM 1121501

Master Project, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:DOCK REHAB PROGRAM |
| **Substantial Completion** | 12/31/2023 |
| **Location** | Quartermaster Harbor |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $55,454 | $0 | $0 | $0 | $55,454 |
| **2 Preliminary Design** | $14,039 | $0 | $0 | $0 | $14,039 |
| **3 Final Design** | $400,949 | $250,000 | $0 | $0 | $650,949 |
| **4 Implementation** | $2,633,758 | $1,770,000 | $2,100,000 | $0 | $6,503,758 |
| **5 Closeout** | $5,622 | $0 | $0 | $0 | $5,622 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$3,109,823** | **$2,020,000** | **$2,100,000** | **$0** | **$7,229,823** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $20,000 | $0 | $0 | $20,000 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $2,020,000 | $0 | $0 | $2,020,000 |
| **42010 - WA STATE REC CONSRVTN OFFICE (RCO)** | $0 | $2,100,000 | $0 | $2,100,000 |
| **Total Revenue** | **$2,020,000** | **$2,100,000** | **$0** | **$4,120,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS M:DOCK REHAB PROGRAM 1121501

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $29,889 | $0 | $0 | $0 | $0 | $29,889 |
| 2 Prelim Design | $14,195 | $0 | $0 | $0 | $0 | $14,195 |
| 3 Final Design | $61,976 | $125,000 | $250,000 | $0 | $0 | $436,976 |
| 4 Implementation | $24,883 | $2,000,000 | $2,600,000 | $2,000,000 | $0 | $6,624,883 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$130,944** | **$2,125,000** | **$2,850,000** | **$2,000,000** | **$0** | **$7,105,944** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $29,889 | $29,889 | $55,454 | $29,889 |
| 2 Preliminary Design | $0 | $14,195 | $26,074 | $14,039 | $14,195 |
| 3 Final Design | $0 | $436,976 | $136,883 | $400,949 | $186,976 |
| 4 Implementation | $0 | $6,624,883 | $24,883 | $2,633,758 | $2,024,883 |
| 5 Closeout | $0 | $0 | $205 | $5,622 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$7,105,944** | **$217,934** | **$3,109,823** | **$2,255,943** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $25,565 | $0 | $0 | $25,565 |
| 2 Preliminary Design | ($156) | $0 | $0 | ($156) |
| 3 Final Design | $213,973 | $250,000 | $250,000 | $213,973 |
| 4 Implementation | $608,875 | $1,770,000 | $2,600,000 | ($221,125) |
| 5 Closeout | $5,622 | $0 | $0 | $5,622 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$853,880** | **$2,020,000** | **$2,850,000** | **$23,880** |

**NARRATIVES** PKS M:DOCK REHAB PROGRAM 1121501

## Current Scope

The Dock Rehabilitation Program - is a master program that is an ongoing effort to inspect, repair and/or replace (as needed) existing dock structures associated with the King County Parks System.

## 1. PROJECT SCOPE

The Dock Rehabilitation Program - is a master program that is an ongoing effort to inspect, repair and/or replace (as needed) existing dock structures associated with the King County Parks System.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** PKS M:DOCK REHAB PROGRAM 1121501

## 3. PROJECT JUSTIFICATION

The existing aging dock facility has significant priority needs for replacement of dock components. It currently has significant portions that are closed for safety concerns. At this point it must be significantly rehabilitated in order to re-open it for overnight use. The work will be undertaken in multiple phases to keep it open for day use during replacement and as permitted by available funding. Washington State Department of Natural Resources in the aquatic lease issued for continued use of the dock facility, requires removal of existing creosote piles supporting these two docks. Parks will begin phasing in these requirements over the next 6 years.
By addressing emergent and strategic needs Parks can work to prolong the useful life of its aging infrastructure. With limited funds, Parks must proactively anticipate, fund, and address these emergent Major Maintenance and Capital needs in order to meet requirements for continued access and use of its facilities.
Parks has many ongoing operational requirements needed to keep the system open and usable by constituents. Of critical necessity in keeping parks open is to ensure that capital assets are in safe operating order. Emergent capital or major maintenance repair needs are routinely identified and these capital needs must often be undertaken and completed in an accelerated manner using design, permitting and implementation resources. Safety is of paramount concern given the volume of users in the Parks System and adequate funding provides the flexibility to respond. This is an essential part of operating a parks system.

## 4. PROJECT BENEFITS/OUTCOMES

Two of the primary benefits are increased access for all users and prolonged capital asset life. In some circumstances, replacement of capital assets are deemed necessary resulting in a new longer life for those assets.A safe and open Park System with usable capital assets is another primary benefit and outcome of this project/program. Keeping parks capital investments and assets safe and open is a requirement for continued operation of any facility. This is the direct result of continued funding and having a flexible and responsive design, permitting, and implementation team available to address the emergent needs as they arise.
An unfunded program, or reductions in funding, will generally result in a worsening of any known deteriorating conditions, which may impact the Parks Division's ability to fulfill one of its core mission (taking care of what we have). Delays in addressing these conditions may result in significant additional costs and/or closure of park facilities.

## 5. BUDGET REQUEST BASIS

The 2021-2022 appropriation funds Phase 2 of the Dockton Dock rehabilitation. Based on preliminary estimates of anticipated costs the scope elements include: Replacement of the external breakwater and associated piling as well as replacement of the finger piers connected to this breakwater.

## 6. FUNDING AND REVENUE DISCUSSION

KC Parks will be pursuing future RCO grant funding to supplement Phase 2.

## 7. OPERATING BUDGET AND OTHER IMPACTS

90% of existing structure is closed to the public due to safety concerns, but still requires occasional maintenance (replacing warning signs, inspecting for damage, etc).Once phase 2 work is complete the dock will return to the original level of basic maintenance that has been typical of the dock over its early and middle lifetime.

## 8. PROJECT STATUS

Design and permitting is underway for the first set of replacement dock components. The permit set included drawings for both phases of the project and has been reviewed by the Army Corps of Engineers.

## 9. ALTERNATIVES ANALYSIS

Most medium and all large rehabilitation and replacement projects begin with a feasibility study that identifies cost effective construction materials, methods, and engineering alternatives. Alternatives are further explored, reviewed, and the best value alternative is generally selected by the Parks Management Team for final design, engineering, permitting, and implementation.A complete replacement of the floating dock was considered infeasible due to cost and current budget constraints.

## 10. OTHER AGENCY INVOLVEMENT

Washington State DNR is involved in matters pertaining to the Aquatic Lease.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:DOCK REHAB PROGRAM 1121501

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Investments in King County's Park and Trail Systems have positive impacts on determinants of equity such as access to parks, trails, and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods.These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:GRN RVR TR EXT 1123804

Master Project, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:GRN RVR TR EXT |
| **Substantial Completion** | 12/31/2024 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $299,571 | $0 | $0 | $0 | $299,571 |
| **2 Preliminary Design** | $200,000 | $0 | $0 | $0 | $200,000 |
| **3 Final Design** | $592,080 | $125,000 | $5,848,500 | $0 | $6,565,580 |
| **4 Implementation** | $10,916 | $0 | $0 | $0 | $10,916 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $26,500 | $0 | $0 | $26,500 |
| **Total Budget** | **$1,102,567** | **$151,500** | **$5,848,500** | **$0** | **$7,102,567** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $1,500 | $0 | $0 | $1,500 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $151,500 | $3,699,000 | $1,849,500 | $5,700,000 |
| **Total Revenue** | **$151,500** | **$3,699,000** | **$1,849,500** | **$5,700,000** |

### EXPENSE PKS M:GRN RVR TR EXT 1123804

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $54,614 | $0 | $0 | $0 | $0 | $54,614 |
| **2 Prelim Design** | $336,135 | $150,000 | $0 | $0 | $0 | $486,135 |
| **3 Final Design** | $3,292 | $0 | $275,000 | $0 | $0 | $278,292 |
| **4 Implementation** | $13,480 | $0 | $0 | $6,000,000 | $0 | $6,013,480 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $26,500 | $0 | $0 | $26,500 |
| **Total Expense** | **$407,520** | **$150,000** | **$301,500** | **$6,000,000** | **$0** | **$6,859,020** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $54,614 | $55,409 | $299,571 | $54,614 |
| 2 Preliminary Design | $0 | $486,135 | $398,580 | $200,000 | $486,135 |
| 3 Final Design | $0 | $278,292 | $11,561 | $592,080 | $3,292 |
| 4 Implementation | $0 | $6,013,480 | $13,480 | $10,916 | $13,480 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $26,500 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,859,020** | **$479,030** | **$1,102,567** | **$557,521** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $244,957 | $0 | $0 | $244,957 |
| 2 Preliminary Design | ($286,135) | $0 | $0 | ($286,135) |
| 3 Final Design | $588,788 | $125,000 | $275,000 | $438,788 |
| 4 Implementation | ($2,564) | $0 | $0 | ($2,564) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $26,500 | $26,500 | $0 |
| **Total** | **$545,046** | **$151,500** | **$301,500** | **$395,046** |

## NARRATIVES

PKS M:GRN RVR TR EXT 1123804

### Current Scope

Green River Trail Extension - The Green River Trail currently ends at the Cecil Moses Memorial Park along the Duwamish River. The Green River Trail Extension will create a 1.4 mile north-south trail connection adjacent to W Marginal Way Pl S between Cecil Moses Memorial Park and the City of Seattle limits.

The 2021-2022 budget request is for partial final design and acquisition funding. Implementation funding will be requested in a future budget request.

### 1. PROJECT SCOPE

Green River Trail Extension - The Green River Trail currently ends at the Cecil Moses Memorial Park along the Duwamish River. The Green River Trail Extension will create a 1.4 mile north-south trail connection adjacent to W Marginal Way Pl S between Cecil Moses Memorial Park and the City of Seattle limits.

The 2021-2022 budget request is for partial final design and acquisition funding. Implementation funding will be requested in a future budget request.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The Green River Trail Extension will create a north-south trail connection adjacent to W Marginal Way Pl S between Cecil Moses Memorial Park and the City of Seattle limits. This will complete the connection between the Green River Trail and the city of Seattle's Duwamish Trail.

### 4. PROJECT BENEFITS/OUTCOMES

Development of this connection will connect multiple recreation areas, unincorporated areas, and cities, providing users with new non-motorized transportation options in this area. Specifically, this project creates 1.4 miles of new Regional Trail.Once constructed, a safe and open Regional Trail System with usable capital assets is the primary benefit and outcome of this investment.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:GRN RVR TR EXT 1123804

## 5. BUDGET REQUEST BASIS

The project has completed Phase 1 – Planning. Budget is based on Planning Level Engineer's Estimate, past experience and costs associated with past contracts for design, engineering, and permitting. The 2021-2022 proposed capital appropriation for this project funds a portion of final design and acquisition for this trail. Although there is no fee acquisition for Parks there are a number of Right of Way issues concerning the Washington State Department of Transportation and KC Roads that will need to be addressed through design. It is currently planned to be constructed (when funded as part of a future appropriation) through funding made available in the 2020-2025 Parks Levy. Previously this project had been placed on hold due to lack of appropriation.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Project is currently completing 30% design.

## 9. ALTERNATIVES ANALYSIS

Several alignments were considered during an alternatives analysis effort.The trail corridor presents several challenges resulting in fatal flaws to the multiple options considered.The Preferred alternative is the only feasible route for a Regional Trail in the corridor given the existing site constraints.

## 10. OTHER AGENCY INVOLVEMENT

Seattle City Light owns property adjacent to the trail and will require coordination for driveway access but no acquisition. This project is being coordinated with SDOT due to the connection on the north end. Part of the alignment sits on ROW owned by WSDOT.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Investments in King County’s Park and Trail Systems have positive impacts on determinants of equity such as access to parks, trails, and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods.These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations. This project will pursue Platinum certification under the County’s Sustainable Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** PKS M:GRN RVR TR EXT 1123804

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M: BALLFLD, SPRT CRT REHAB 1123892

Master Project, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M: BALLFLD, SPRT CRT REHAB |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $10,000 | $20,000 | $0 | $0 | $30,000 |
| **2 Preliminary Design** | $50,000 | $82,200 | $0 | $0 | $132,200 |
| **3 Final Design** | $100,000 | $600,000 | $0 | $0 | $700,000 |
| **4 Implementation** | $2,737,389 | $1,530,000 | $1,100,000 | $0 | $5,367,389 |
| **5 Closeout** | $0 | $10,000 | $20,000 | $0 | $30,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,897,390** | **$2,242,200** | **$1,120,000** | **$0** | **$6,259,590** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $22,200 | $0 | $0 | $22,200 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $2,242,200 | $564,420 | $282,210 | $3,088,830 |
| **Total Revenue** | **$2,242,200** | **$564,420** | **$282,210** | **$3,088,830** |

### EXPENSE PKS M: BALLFLD, SPRT CRT REHAB 1123892

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $578,361 | $97,485 | $20,000 | $0 | $0 | $695,846 |
| **2 Prelim Design** | $24,454 | $0 | $82,200 | $0 | $0 | $106,654 |
| **3 Final Design** | $26,316 | $0 | $660,000 | $0 | $0 | $686,316 |
| **4 Implementation** | $608,259 | $0 | $3,030,000 | $1,100,000 | $0 | $4,738,259 |
| **5 Closeout** | $0 | $0 | $10,000 | $20,000 | $0 | $30,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,237,389** | **$97,485** | **$3,802,200** | **$1,120,000** | **$0** | **$6,257,074** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $695,846 | $583,451 | $10,000 | $675,846 |
| 2 Preliminary Design | $0 | $106,654 | $24,454 | $50,000 | $24,454 |
| 3 Final Design | $0 | $686,316 | $26,316 | $100,000 | $26,316 |
| 4 Implementation | $0 | $4,738,259 | $608,259 | $2,737,389 | $608,259 |
| 5 Closeout | $0 | $30,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,257,074** | **$1,242,480** | **$2,897,389** | **$1,334,875** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($665,846) | $20,000 | $20,000 | ($665,846) |
| 2 Preliminary Design | $25,546 | $82,200 | $82,200 | $25,546 |
| 3 Final Design | $73,684 | $600,000 | $660,000 | $13,684 |
| 4 Implementation | $2,129,130 | $1,530,000 | $3,030,000 | $629,130 |
| 5 Closeout | $0 | $10,000 | $10,000 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,562,514** | **$2,242,200** | **$3,802,200** | **$2,514** |

## NARRATIVES

PKS M: BALLFLD, SPRT CRT REHAB 1123892

### Current Scope

Ballfield and Sport Court Rehabilitation Program - This is a maintenance program to address the backlog of emergent needs at existing priority grass ball field and sports court facilities throughout the King County Parks system. The scope of work includes, but is not limited to one or more of the following: drainage repair, subgrade/drainage repair, conversion to synthetic turf, fencing, minor or major court repairs or resurfacing and ADA accessibility improvements. New lighting systems may also be installed, providing greater energy efficiency and safe, uniform lighting levels for the users.

### 1. PROJECT SCOPE

Ballfield and Sport Court Rehabilitation Program - This is a maintenance program to address the backlog of emergent needs at existing priority grass ball field and sports court facilities throughout the King County Parks system. The scope of work includes, but is not limited to one or more of the following: drainage repair, subgrade/drainage repair, conversion to synthetic turf, fencing, minor or major court repairs or resurfacing and ADA accessibility improvements. New lighting systems may also be installed, providing greater energy efficiency and safe, uniform lighting levels for the users.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Ballfield and Sports Courts are an important and essential asset to the Parks Division.They are identified in the current Parks Levy as essential facilities and they require continued investment in order to ensure availability to the community.Parks has many ongoing operational requirements needed to keep the facilities open and usable by constituents. A critical necessity of keeping parks open is to ensure that capital assets are in safe operating order. Emergent capital or major maintenance repair needs occur frequently that must be undertaken and completed in an accelerated manner in order to keep facilities open. Safety is of paramount concern given the volume of users in the Parks System and having adequate funding to respond is an essential part of operating a parks system.

# Capital Appropriation Proposal



**NARRATIVES** PKS M: BALLFLD, SPRT CRT REHAB 1123892

## 4. PROJECT BENEFITS/OUTCOMES

A safe and open Parks System with useable ballfield and sports court assets is the primary benefit and outcome of this project.Keeping parks capital investments and assets safe and open is a requirement for continued operation of any facility. An unfunded program, reductions in funding, or non-action alternative will generally result in a worsening of any known deteriorating conditions, which may impact the Parks Division's ability to fulfill its mission. Delays in addressing these conditions may result in additional costs or closure of park facilities.

## 5. BUDGET REQUEST BASIS

The planned asset improvement projects funded by this 2021-2022 appropriation include, a contribution towards design and implementation to repair/rehab drainage issues at Petrovitsky Park baseball fields #3 and #4 that may include conversion to synthetic turf. Begin planning and design to repair/rehab fencing, underdrain and entrance at Big Finn Ballfields. Budget is based on Planning Level Engineer's Estimate, past experience and costs associated with past contracts for design, engineering, and construction.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Ongoing projects/program are at various phases.Feasibility study at Petrovitsky Basefield #3 &4.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Investments in King County's Park and Trail Systems have positive impacts on determinants of equity such as access to parks, trails, and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods.These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** PKS M: BALLFLD, SPRT CRT REHAB 1123892

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M: DRNGE/SWR/WTR SYSTM RHB 1123896

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M: DRNGE/SWR/WTR SYSTM RHB |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $90,000 | $0 | $0 | $0 | $90,000 |
| **2 Preliminary Design** | $60,000 | $0 | $0 | $0 | $60,000 |
| **3 Final Design** | $478,000 | $0 | $0 | $0 | $478,000 |
| **4 Implementation** | $2,741,859 | ($1,250,000) | $0 | $0 | $1,491,859 |
| **5 Closeout** | $30,000 | $0 | $0 | $0 | $30,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,399,860** | **($1,250,000)** | **$0** | **$0** | **$2,149,860** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39776 - CONTRIB REET #2** | ($250,000) | $0 | $0 | ($250,000) |
| **39789 - CONTRIB REET #1** | ($1,000,000) | $0 | $0 | ($1,000,000) |
| **Total Revenue** | **($1,250,000)** | **$0** | **$0** | **($1,250,000)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS M: DRNGE/SWR/WTR SYSTM RHB 1123896

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $129,816 | $86,000 | $0 | $0 | $0 | $215,816 |
| 2 Prelim Design | $145,519 | $40,000 | $0 | $0 | $0 | $185,519 |
| 3 Final Design | $324,617 | $0 | $0 | $0 | $0 | $324,617 |
| 4 Implementation | $841,295 | $352,000 | $0 | $0 | $0 | $1,193,295 |
| 5 Closeout | $26,358 | $10,000 | $0 | $0 | $0 | $36,358 |
| 6 Acquisition | $333 | $0 | $0 | $0 | $0 | $333 |
| **Total Expense** | **$1,467,938** | **$488,000** | **$0** | **$0** | **$0** | **$1,955,938** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $215,816 | $235,808 | $90,000 | $215,816 |
| 2 Preliminary Design | $0 | $185,519 | $155,128 | $60,000 | $185,519 |
| 3 Final Design | $0 | $324,617 | $333,300 | $478,000 | $324,617 |
| 4 Implementation | $0 | $1,193,295 | $841,502 | $2,741,859 | $1,193,295 |
| 5 Closeout | $0 | $36,358 | $26,358 | $30,000 | $36,358 |
| 6 Acquisition | $0 | $333 | $333 | $0 | $333 |
| **Total** | **$0** | **$1,955,938** | **$1,592,429** | **$3,399,859** | **$1,955,938** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($125,816) | $0 | $0 | ($125,816) |
| 2 Preliminary Design | ($125,519) | $0 | $0 | ($125,519) |
| 3 Final Design | $153,383 | $0 | $0 | $153,383 |
| 4 Implementation | $1,548,564 | ($1,250,000) | $0 | $298,564 |
| 5 Closeout | ($6,358) | $0 | $0 | ($6,358) |
| 6 Acquisition | ($333) | $0 | $0 | ($333) |
| **Total** | **$1,443,921** | **($1,250,000)** | **$0** | **$193,921** |

**NARRATIVES** PKS M: DRNGE/SWR/WTR SYSTM RHB 1123896

## Current Scope

Utility System Rehabilitation Program - This project will assess, evaluate, rehabilitate and/or replace existing underground and aerial utility systems (drainage, electrical, communication, water, and sewer) serving park buildings and facilities in order to ensure the continued operation of facilities, as well as, the safety of the public and staff.

## 1. PROJECT SCOPE

Utility System Rehabilitation Program - This project will assess, evaluate, rehabilitate and/or replace existing underground and aerial utility systems (drainage, electrical, communication, water, and sewer) serving park buildings and facilities in order to ensure the continued operation of facilities, as well as, the safety of the public and staff.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** PKS M: DRNGE/SWR/WTR SYSTM RHB 1123896

## 3. PROJECT JUSTIFICATION

Deteriorating utility systems at aging park facilities require ongoing capital investments to fund required significant repairs and/or replacement. Failure to remedy these failing systems may require closure of park facilities.

## 4. PROJECT BENEFITS/OUTCOMES

A safe open Park System with usable capital assets is the primary benefit and outcome of this program. Keeping parks capital assets safe and usable is a requirement for continued operation of any facility. This is the direct result of having a flexible and responsive design and implementation team available to address the emergent needs as they arise.
An unfunded program, reductions in funding, or non-action funding alternative will generally result in a worsening of any known deteriorating conditions impacting capital assets within the system and which may impact the Parks Division's ability to fulfill its mission. Delays in addressing these conditions may also result in significant additional costs and/or closure of park facilities.

## 5. BUDGET REQUEST BASIS

Budget is based on Planning Level Engineer's Estimate, past experience and costs associated with past contracts for design, engineering, and construction. The 2021-2022 capital disappropriation request includes reallocation of capital investments to standalone projects, Derby Culvert Construction (#1139081), Marymoor Water Meter Connection (#1139083), Marymoor Stormwater Facility (#1139084), and Marymoor Trail Water Main Ext.(#1139078).

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Ongoing projects/program

## 9. ALTERNATIVES ANALYSIS

Each utility system location is reviewed for a variety of possible engineered alternatives during the design process.

## 10. OTHER AGENCY INVOLVEMENT

Permitting agencies may have limited involvement. No other agency involvement is anticipated.

## 11. ART ELIGIBILITY

The project is not visible to the public and for minor rehabilitation.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** PKS M: DRNGE/SWR/WTR SYSTM RHB 1123896

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS S FRK SKYKMSH CORR CONSV 1123926

TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Tye and Foss Rivers confluence area |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $50,000 | ($42,300) | $0 | $0 | $7,700 |
| **Total Budget** | **$50,000** | **($42,300)** | **$0** | **$0** | **$7,700** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | ($42,300) | $0 | $0 | ($42,300) |
| **Total Revenue** | **($42,300)** | **$0** | **$0** | **($42,300)** |

### EXPENSE PKS S FRK SKYKMSH CORR CONSV 1123926

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $7,700 | $7,700 | $50,000 | $0 |
| **Total** | **$0** | **$7,700** | **$7,700** | **$50,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $50,000 | ($42,300) | $0 | $7,700 |
| **Total** | **$50,000** | **($42,300)** | **$0** | **$7,700** |

## NARRATIVES

PKS S FRK SKYKMSH CORR CONSV 1123926

### Current Scope

South Fork Skykomish Corridor Conservation - This project would protect a large contiguous forest and undeveloped and unprotected high-quality salmon habitat along the South Fork Skykomish River and its tributary rivers. It will also allow for increased passive recreation and river access two miles upstream of Skykomish.

### 1. PROJECT SCOPE

South Fork Skykomish Corridor Conservation - This project would protect a large contiguous forest and undeveloped and unprotected high-quality salmon habitat along the South Fork Skykomish River and its tributary rivers. It will also allow for increased passive recreation and river access two miles upstream of Skykomish.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The project is intended to protect salmon habitat, enable future habitat restoration and enhance recreation in the watershed.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

The County reported that no acquisitions that were targeted with this grant have resulted in purchase. The County requests project abandonment. The Committee recommends that funds are transferred out of the project and that the project is closed.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS S FRK SKYKMSH CORR CONSV 1123926

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

This project did not yield acquisitions and is closed.This status was conveyed to and accepted by CFT Committee.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS SNO CORR REC PTNSHP 1123928

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | I-90 corridor east of Issaquah |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,152,000 | $0 | $0 | $0 | $1,152,000 |
| **Total Budget** | **$1,152,000** | **$0** | **$0** | **$0** | **$1,152,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS SNO CORR REC PTNSHP 1123928

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $479 | $0 | $0 | $0 | $0 | $479 |
| **2 Prelim Design** | $907 | $0 | $0 | $0 | $0 | $907 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $173 | $0 | $0 | $0 | $0 | $173 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,058,385 | $92,055 | $0 | $0 | $0 | $1,150,440 |
| **Total Expense** | **$1,059,945** | **$92,055** | **$0** | **$0** | **$0** | **$1,152,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $479 | $479 | $0 | $479 |
| 2 Preliminary Design | $0 | $907 | $907 | $0 | $907 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $173 | $173 | $0 | $173 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,150,440 | $1,150,441 | $1,152,000 | $1,150,440 |
| **Total** | **$0** | **$1,152,000** | **$1,152,000** | **$1,152,000** | **$1,151,999** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($479) | $0 | $0 | ($479) |
| 2 Preliminary Design | ($907) | $0 | $0 | ($907) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($173) | $0 | $0 | ($173) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $1,560 | $0 | $0 | $1,560 |
| **Total** | **$1** | **$0** | **$0** | **$1** |

## NARRATIVES

PKS SNO CORR REC PTNSHP 1123928

### Current Scope

Snoqualmie Corridor Recreation Partnership - This project is a partnership between King County Parks and WADNR to acquire properties in the Snoqualmie Corridor/Mountains to Sound Greenway to provide trail access to public lands. King County Parks partnered with the Trust for Public Land and WADNR to acquire the Hill property at Highpoint (Exit 20), which had been identified as a target for this project.

### 1. PROJECT SCOPE

Snoqualmie Corridor Recreation Partnership - This project is a partnership between King County Parks and WADNR to acquire properties in the Snoqualmie Corridor/Mountains to Sound Greenway to provide trail access to public lands. King County Parks partnered with the Trust for Public Land and WADNR to acquire the Hill property at Highpoint (Exit 20), which had been identified as a target for this project.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This project is of regional significance, because it provides trail access to a regionally important open space resources, and protects the greenway viewshed along I-90.This is a very important area for wildlife, connecting to tens of thousands of acres of protected public land.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

The project scope was expanded by the Conservation Futures Tax Committee to acquire additional parcels of regional significance in the Snoqualmie Corridor.

### 6. FUNDING AND REVENUE DISCUSSION

NA

**NARRATIVES** PKS SNO CORR REC PTNSHP 1123928

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

King County and the Trust for Public Land in partnership with Washington Department of Natural Resources acquired the Hill property. In addition, Parks requested a scope addition to add 6 parcels comprising 10 acres to the scope in the Exit 20 area (2524069049, 2524069028, 2524069039, 2524069034, 3281300135, and 3281300130).

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

King County Water and Land Resources Division, WADNR, and Trust for Public Land.

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting open space lands_x000D_.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M: MARYMOOR PARK 1123996

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M: MARYMOOR PARK |
| **Substantial Completion** | |
| **Location** | Marymoor Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $160,000 | $0 | $0 | $0 | $160,000 |
| **2 Preliminary Design** | $300,000 | $0 | $0 | $0 | $300,000 |
| **3 Final Design** | $650,000 | $0 | $0 | $0 | $650,000 |
| **4 Implementation** | $3,768,080 | ($1,700,000) | $266,267 | $133,133 | $2,467,480 |
| **5 Closeout** | $55,000 | $0 | $0 | $0 | $55,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,933,080** | **($1,700,000)** | **$266,267** | **$133,133** | **$3,632,480** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $0 | $266,267 | $133,133 | $399,400 |
| **39789 - CONTRIB REET #1** | ($1,700,000) | $0 | $0 | ($1,700,000) |
| **Total Revenue** | **($1,700,000)** | **$266,267** | **$133,133** | **($1,300,600)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS M: MARYMOOR PARK 1123996

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $55,696 | $41,000 | $100,000 | $48,865 | $20,000 | $265,561 |
| 2 Prelim Design | $93,647 | $10,000 | $50,000 | $0 | $0 | $153,647 |
| 3 Final Design | $67,135 | $90,000 | $377,000 | $208,000 | $0 | $742,135 |
| 4 Implementation | $1,144,846 | $250,000 | $590,000 | $450,000 | $0 | $2,434,846 |
| 5 Closeout | $12,812 | $5,000 | $20,000 | $0 | $10,000 | $47,812 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,374,136** | **$396,000** | **$1,137,000** | **$706,865** | **$30,000** | **$3,644,001** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $265,561 | $61,210 | $160,000 | $96,696 |
| 2 Preliminary Design | $0 | $153,647 | $100,487 | $300,000 | $103,647 |
| 3 Final Design | $0 | $742,135 | $105,192 | $650,000 | $157,135 |
| 4 Implementation | $0 | $3,944,846 | $1,144,846 | $3,768,080 | $1,394,846 |
| 5 Closeout | $0 | $47,812 | $13,052 | $55,000 | $17,812 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,154,001** | **$1,424,787** | **$4,933,080** | **$1,770,136** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $63,304 | $0 | $100,000 | ($36,696) |
| 2 Preliminary Design | $196,353 | $0 | $50,000 | $146,353 |
| 3 Final Design | $492,865 | $0 | $377,000 | $115,865 |
| 4 Implementation | $2,373,234 | ($1,700,000) | $590,000 | $83,234 |
| 5 Closeout | $37,188 | $0 | $20,000 | $17,188 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$3,162,944** | **($1,700,000)** | **$1,137,000** | **$325,944** |

**NARRATIVES** PKS M: MARYMOOR PARK 1123996

## Current Scope

Marymoor Park Program - This master program would fund priority and emergent projects to address priority capital rehabilitation needs, major maintenance, repair and safety needs at Marymoor Park.

## 1. PROJECT SCOPE

Marymoor Park Program - This master program would fund priority and emergent projects to address priority capital rehabilitation needs, major maintenance, repair and safety needs at Marymoor Park.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** PKS M: MARYMOOR PARK 1123996

## 3. PROJECT JUSTIFICATION

Marymoor Park is a regional destination, an important and essential asset to the Parks Division. It is identified in the current Parks Levy as an essential regional park facility and requires continued investment in order to ensure it is available for use by the community.Parks has many ongoing operational requirements needed to keep the system open and usable by constituents. A critical necessity of keeping parks open is to ensure that capital assets are in safe operating order. Emergent capital or major maintenance repair needs occur weekly that must be undertaken and completed in an accelerated manner in order to keep facilities open. Safety is of paramount concern given the volume of users in the Parks System and having adequate funding to respond is an essential part of operating a parks system.

## 4. PROJECT BENEFITS/OUTCOMES

A safe and open Park System with usable assets at Marymoor Park is the primary benefit and outcome of this program. Keeping parks capital investments and assets safe and open is a requirement for continued operation of any facility. An unfunded program, reductions in funding, or non-action alternative will generally result in a worsening of any known deteriorating conditions, which may impact the Parks Division's ability to fulfill its mission. Delays in addressing these conditions may result in additional costs or closure of park facilities.

## 5. BUDGET REQUEST BASIS

Budget is based on Planning Level Engineer's Estimate, past experience and costs associated with past contracts for design, engineering, and construction. The 2021-2022 proposed capital appropriation is an overall reduction in budget for this master program funds due to carryover funds being sufficient to complete identified needs. Projects carrying over into 2021-2022 include design for rehabilitation of the Cottage Office, construction of the covered storage shed, and installation of a shade structure for protection at the northern Marymoor playground.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Ongoing projects/program

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** PKS M: MARYMOOR PARK 1123996

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS CAPITAL PLANNING AND ADMINISTRATION (PKS CPITAL PLAN ADM) 1126266

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | ADMIN |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $6,669,884 | $4,900,000 | $0 | $0 | $11,569,884 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$6,669,884** | **$4,900,000** | **$0** | **$0** | **$11,569,884** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $300,000 | $0 | $0 | $300,000 |
| **39776 - CONTRIB REET #2** | $0 | $928,000 | $6,000,000 | $6,928,000 |
| **39789 - CONTRIB REET #1** | $4,600,000 | $4,472,000 | $0 | $9,072,000 |
| **Total Revenue** | **$4,900,000** | **$5,400,000** | **$6,000,000** | **$16,300,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS CPITAL PLAN ADM 1126266

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $149,713 | $0 | $0 | $0 | $0 | $149,713 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $4,238,597 | $2,000,000 | $5,180,000 | $0 | $0 | $11,418,597 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$4,388,311** | **$2,000,000** | **$5,180,000** | **$0** | **$0** | **$11,568,311** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $149,713 | $149,713 | $0 | $149,713 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $11,418,762 | $4,238,762 | $6,669,884 | $6,238,597 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,568,476** | **$4,388,475** | **$6,669,884** | **$6,388,310** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($149,713) | $0 | $0 | ($149,713) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $431,287 | $4,900,000 | $5,180,000 | $151,287 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$281,574** | **$4,900,000** | **$5,180,000** | **$1,574** |

**NARRATIVES** PKS CPITAL PLAN ADM 1126266

## Current Scope

Capital Planning Administration - This project provides funding for the continuation of the support, planning, development, and stewardship of King County Parks capital projects.

## 1. PROJECT SCOPE

Capital Planning Administration - This project provides funding for the continuation of the support, planning, development, and stewardship of King County Parks capital projects.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

It provides more transparency with respect to the various costs associated with implementing the Parks capital program.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** PKS CPITAL PLAN ADM 1126266

## 4. PROJECT BENEFITS/OUTCOMES

NA

## 5. BUDGET REQUEST BASIS

This appropriation funds staff and administrative costs for Parks' Capital program, including software and side-system license fees. The amount requested is calculated based on previous spending patterns and the cost of licensing Unifier, Parks' capital project management system.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

N/A

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

The project is administrative project and not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS COLD/COTTAGE LAKE CREEK 1127071

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/30/2021 |
| **Location** | Cottage Lake Creek, Bear Creek |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $674,500 | $0 | $0 | $0 | $674,500 |
| **Total Budget** | **$674,500** | **$0** | **$0** | **$0** | **$674,500** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS COLD/COTTAGE LAKE CREEK 1127071

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $387,476 | $287,024 | $0 | $0 | $0 | $674,500 |
| **Total Expense** | **$387,476** | **$287,024** | **$0** | **$0** | **$0** | **$674,500** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $674,500 | $387,476 | $674,500 | $674,500 |
| **Total** | **$0** | **$674,500** | **$387,476** | **$674,500** | **$674,500** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

PKS COLD/COTTAGE LAKE CREEK 1127071

### Current Scope

Cold/Cottage Lake Creek - This project will acquire a property (1926069025) along Cottage Lake Creek and a Conservation Easement in this sub-basin of Bear Creek.

### 1. PROJECT SCOPE

Cold/Cottage Lake Creek - This project will acquire a property (1926069025) along Cottage Lake Creek and a Conservation Easement in this sub-basin of Bear Creek.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This acquisition preserves open space along Cottage Lake Creek. It furthers goals established in the King County Comprehensive Plan, the King County Open Space Plan, the Strategic Climate Action Plan, and the WRIA 8 Salmon Conservation Plan.

### 4. PROJECT BENEFITS/OUTCOMES

This project will add up to 5 acres of undeveloped open space along Cottage Lake Creek, permanently protecting an important regional asset, preserving wildlife habitat and other open space benefits such as flood reduction, water quality, and salmon habitat.

### 5. BUDGET REQUEST BASIS

The County requested the addition of several parcels, adding 25 acres to the scope. The Committee approves the scope addition of parcels 2026069008, 0826069090, and 1625069088, and the scope clarification to prioritize parcel 3026069062.

### 6. FUNDING AND REVENUE DISCUSSION

NA

**NARRATIVES** PKS COLD/COTTAGE LAKE CREEK 1127071

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

The County is in active landowner negotiations.Conservation Easement in ongoing negotiation with recognition that this CE includes adjoined parcel 0625109002 to parcel 0625100125 (landowners subdivided property).

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Potential for 3026069062 to promote early and youth education opportunities for community. ESJ scoping with Parks may result in equitable access to outdoor education be included in plans for public access and education component.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP). Acquisitions will result in protection and restoration of tree canopy cover.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS LOWER NEWAUKUM CRK 1127075

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/31/2021 |
| **Location** | Lower Newaukum Creek Natural Area near the Green River |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,255,000 | $0 | $0 | $0 | $1,255,000 |
| **Total Budget** | **$1,255,000** | **$0** | **$0** | **$0** | **$1,255,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS LOWER NEWAUKUM CRK 1127075

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $838,656 | $0 | $416,000 | $0 | $0 | $1,254,656 |
| **Total Expense** | **$838,656** | **$0** | **$416,000** | **$0** | **$0** | **$1,254,656** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,254,656 | $1,255,000 | $1,255,000 | $838,656 |
| **Total** | **$0** | **$1,254,656** | **$1,255,000** | **$1,255,000** | **$838,656** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $416,344 | $0 | $416,000 | $344 |
| **Total** | **$416,344** | **$0** | **$416,000** | **$344** |

## NARRATIVES

PKS LOWER NEWAUKUM CRK 1127075

### Current Scope

Lower Newaukum Creek - This project will acquire additional natural areas along the Green River to protect habitat in the lower Newaukum Creek basin and at the creek's confluence with the Green River near Whitney Bridge Park, south of Black Diamond.

### 1. PROJECT SCOPE

Lower Newaukum Creek - This project will acquire additional natural areas along the Green River to protect habitat in the lower Newaukum Creek basin and at the creek's confluence with the Green River near Whitney Bridge Park, south of Black Diamond.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Chinook and steelhead salmon recovery.

### 4. PROJECT BENEFITS/OUTCOMES

Improved habitat and water quality.

### 5. BUDGET REQUEST BASIS

Scope is adjusted to adopt the primary targets in the 2021 Green River/Newaukum Creek awards as primary targets in the scope of the past awards for Green River/Newaukum Creek.

### 6. FUNDING AND REVENUE DISCUSSION

NA

### 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

# Capital Appropriation Proposal



**NARRATIVES** PKS LOWER NEWAUKUM CRK 1127075

## 8. PROJECT STATUS

Ready to begin landowner negotiations.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

WLRD taking lead on acquisition; Parks to manage land post-acquisition.

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

South King County needs more opens space, parks and trails; it is significantly lagging behind north and central King County.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS BIG BEACH 1127078

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Vashon-Maury Island Marine Shoreline |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,660,000 | $0 | $0 | $0 | $1,660,000 |
| **Total Budget** | **$1,660,000** | **$0** | **$0** | **$0** | **$1,660,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS BIG BEACH 1127078

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,402 | $0 | $0 | $0 | $0 | $1,402 |
| **2 Prelim Design** | $1,000 | $0 | $0 | $0 | $0 | $1,000 |
| **3 Final Design** | $1,036 | $0 | $0 | $0 | $0 | $1,036 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,627,652 | $28,911 | $0 | $0 | $0 | $1,656,563 |
| **Total Expense** | **$1,631,089** | **$28,911** | **$0** | **$0** | **$0** | **$1,660,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,402 | $3,670 | $0 | $1,402 |
| 2 Preliminary Design | $0 | $1,000 | $1,000 | $0 | $1,000 |
| 3 Final Design | $0 | $1,036 | $1,036 | $0 | $1,036 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,656,563 | $1,629,591 | $1,660,000 | $1,656,563 |
| **Total** | **$0** | **$1,660,000** | **$1,635,297** | **$1,660,000** | **$1,660,001** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,402) | $0 | $0 | ($1,402) |
| 2 Preliminary Design | ($1,000) | $0 | $0 | ($1,000) |
| 3 Final Design | ($1,036) | $0 | $0 | ($1,036) |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $3,437 | $0 | $0 | $3,437 |
| **Total** | **($1)** | **$0** | **$0** | **($1)** |

## NARRATIVES

PKS BIG BEACH 1127078

### Current Scope

Big Beach - The project will acquire up to 15 acres in fee or easement as an addition to Big Beach Natural Area. This project focuses on a specific process unit (SPU) and divergence zone in the Maury Island Aquatic Reserve and is a mix of preserving intact parcels and purchasing developed shoreline to allow for future restoration opportunities.

### 1. PROJECT SCOPE

Big Beach - The project will acquire up to 15 acres in fee or easement as an addition to Big Beach Natural Area. This project focuses on a specific process unit (SPU) and divergence zone in the Maury Island Aquatic Reserve and is a mix of preserving intact parcels and purchasing developed shoreline to allow for future restoration opportunities.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Modifications to project scope is in support of achieving shoreline protection goals. Vashon Island shoreline protection and restoration has regional significance for the critical role it plays in health of salmon, orca, and other fish and wildlife populations. This project protects and provides restoration opportunities to improve habitat conditions along the marine nearshore for juvenile Chinook and their prey species such as forage fish.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan. The goal is to restore the natural rate of beach sand and gravel replenishment from the adjacent shoreline bluffs. This will improve nearshore habitat functions that are currently impeded by shoreline armoring with rock or concrete walls and wood pilings.

# Capital Appropriation Proposal



**NARRATIVES** PKS BIG BEACH 1127078

## 5. BUDGET REQUEST BASIS

Scope is adjusted to add the Point Heyer project scope to the scope of the Big Beach project to allow funding in the Big Beach account to be used by the Point Heyer project to achieve similar goals contributing to natural habitat protection and shoreline restoration. Point Heyer is the project with the most critical immediate need, there is sufficient funding in this project to continue work on current target parcels while completing the urgent Point Heyer acquisitions. The Committee recommends the addition of the parcels in the Point Heyer project to the scope (priority parcels are 042203-9017, 042203-9007 and 153520-1285).

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

We have a recently accepted offer and are in negotiations on additional properties.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

We work closely with the Vashon Land Trust

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project helps restore salmon populations and wildlife essential for indigenous treaty rights as well as subsistence fishing communities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS SNOQUALMIE FOREST 1129471

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Unincorporated King County, East King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $25,000 | $0 | $0 | $0 | $25,000 |
| **Total Budget** | **$25,000** | **$0** | **$0** | **$0** | **$25,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS SNOQUALMIE FOREST 1129471

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $25,000 | ($13,992) | $13,992 | $0 | $0 | $25,000 |
| **Total Expense** | **$25,000** | **($13,992)** | **$13,992** | **$0** | **$0** | **$25,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $25,000 | $6,008 | $25,000 | $11,008 |
| **Total** | **$0** | **$25,000** | **$6,008** | **$25,000** | **$11,008** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $13,992 | $0 | $13,992 | $0 |
| **Total** | **$13,992** | **$0** | **$13,992** | **$0** |

## NARRATIVES

PKS SNOQUALMIE FOREST 1129471

### Current Scope

Snoqualmie Forest Conservation Planning - This request will fund feasibility and appraisal in support of additional conservation acquisitions at Snoqualmie Forest.

### 1. PROJECT SCOPE

Snoqualmie Forest Conservation Planning - This request will fund feasibility and appraisal in support of additional conservation acquisitions at Snoqualmie Forest.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Retain parcels as working forest and prevent residential development. Add to 90,000+ acres of protected Snoqualmie Forest, which connects to hundreds of thousands of acres of forested public land.Easement does not secure public access, but many large forest landowners have allowed public access to their lands. Proposal may also include fee purchase of trail or trailhead-related parcels.The Conservation Futures Tax (CFT) Citizens Committee, a council-appointed committee to advise on open space acquisitions, recommended this funding request.

### 4. PROJECT BENEFITS/OUTCOMES

Open space acquisitions that contribute to King County goals and initiatives including the Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

The budget request is based on previous experience and recommended by the Conservation Futures Committee.

**NARRATIVES** PKS SNOQUALMIE FOREST 1129471

## 6. FUNDING AND REVENUE DISCUSSION

King County Parks, Trails and Open Space Replacement Levy. Note that the CFT Citizens Committee also recommended CFT funding for this project.

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual adjusted allotment for stewardship of newly acquired lands.

## 8. PROJECT STATUS

King County Parks identified an initial area for investigation, completed an appraisal that did not result in an acquisition. King County Parks is now looking at another set of parcels to conduct due diligence, appraisal and investigation. The scope of this project was extended by the Conservation Futures Tax Committee.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS LWR CEDAR RV/TAYLOR 1129472

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Lower Cedar River at Taylor |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $562,099 | $0 | $0 | $0 | $562,099 |
| **Total Budget** | **$562,099** | **$0** | **$0** | **$0** | **$562,099** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS LWR CEDAR RV/TAYLOR 1129472

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $54 | $0 | $0 | $0 | $0 | $54 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $297,848 | $263,900 | $0 | $0 | $0 | $561,748 |
| **Total Expense** | **$297,902** | **$263,900** | **$0** | **$0** | **$0** | **$561,802** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $54 | $54 | $0 | $54 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $561,748 | $297,965 | $562,099 | $561,748 |
| **Total** | **$0** | **$561,802** | **$298,019** | **$562,099** | **$561,802** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($54) | $0 | $0 | ($54) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $351 | $0 | $0 | $351 |
| **Total** | **$297** | **$0** | **$0** | **$297** |

## NARRATIVES

PKS LWR CEDAR RV/TAYLOR 1129472

### Current Scope

Lower Cedar River at Taylor - This project will acquire approximately 10 acres along Taylor Creek in the Cedar River basin and add to the restoration footprint at Mouth of Taylor Reach Natural Area north of Maple Valley. This parcel is almost entirely in the floodplain, and removing the home and restoring the extensive lawns has significant potential to restore habitat on the property.

### 1. PROJECT SCOPE

Lower Cedar River at Taylor - This project will acquire approximately 10 acres along Taylor Creek in the Cedar River basin and add to the restoration footprint at Mouth of Taylor Reach Natural Area north of Maple Valley. This parcel is almost entirely in the floodplain, and removing the home and restoring the extensive lawns has significant potential to restore habitat on the property.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The Cedar River and its floodplain are used by deer, elk, river otter, beaver, a diversity of birds and other species.The protected lands on both sides of the river allow for important habitat corridors and wildlife refuge in this area of rural residential development.Restoration of these riparian areas improves overall habitat value of the corridor in support of wildlife, Chinook and Coho salmon, and steelhead trout populations in this area.

The Conservation Futures Tax (CFT) Citizens Committee, a council-appointed committee to advise on open space acquisitions, recommended this funding request.

### 4. PROJECT BENEFITS/OUTCOMES

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS LWR CEDAR RV/TAYLOR 1129472

## 5. BUDGET REQUEST BASIS

The County requested scope clarifications to prioritize several parcels that were shown in the longer-term scope as primary targets. The County also requested to add three parcels (one acre) to the scope. The Committee approves the scope clarifications of parcels 0922069114, 0922069128, 1522069105, 0422069028, 2023069010, and 2323059065, and the scope addition of parcels 2085200975, 2085200980, 2085200985.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

As of 6/17/2020:
3223069131 Willaford: Est.Closing Q3
0422069021, 04422069073 Oswald: Est.Closing Q3

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Preserving the area helps to fulfill goals of the Strategic Climate Action Plan.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS GRANT CONTINGENCY 3581 — 1129676

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $11,065,635 | $9,525,000 | $0 | $0 | $20,590,635 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$11,065,635** | **$9,525,000** | **$0** | **$0** | **$20,590,635** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | $9,525,000 | $0 | $0 | $9,525,000 |
| **Total Revenue** | **$9,525,000** | **$0** | **$0** | **$9,525,000** |

### EXPENSE PKS GRANT CONTINGENCY 3581 1129676

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $6,683,000 | $2,000,000 | $0 | $0 | $8,683,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$6,683,000** | **$2,000,000** | **$0** | **$0** | **$8,683,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $8,683,000 | $0 | $11,065,635 | $6,683,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,683,000** | **$0** | **$11,065,635** | **$6,683,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $4,382,635 | $9,525,000 | $2,000,000 | $11,907,635 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$4,382,635** | **$9,525,000** | **$2,000,000** | **$11,907,635** |

## NARRATIVES

PKS GRANT CONTINGENCY 3581 1129676

### Current Scope

Grant Contingency 3581 - This project provides Parks with more flexibility on the budget side to deal with both anticipated and unanticipated future grant opportunities. The Grant Contingency request is being split between the two capital funds in Parks.

### 1. PROJECT SCOPE

Grant Contingency 3581 - This project provides Parks with more flexibility on the budget side to deal with both anticipated and unanticipated future grant opportunities. The Grant Contingency request is being split between the two capital funds in Parks.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The Grant Contingency project is being requested in anticipation of projects to be supported by grant revenues or other external funding sources. This request will expedite the implementation of capital projects that are expected to receive grant revenues without having to wait for a supplemental budget opportunity. It is expected that this efficiency will also result in lower project costs based on the ability to contract for services such as design and construction in a more timely manner.

### 4. PROJECT BENEFITS/OUTCOMES

Time saving and efficiency.

### 5. BUDGET REQUEST BASIS

The amount requested is based on grants that have either already been applied for or currently under consideration. Potential granting agencies include the Puget Sound Regional Council (PSRC), the State's Recreation & Conservation Office (RCO), Washington State Department of Natural Resources, King County Flood District, Land and Water Conservation Fund (LWCF), Washington State Department of Ecology (WSDOE), Washington State Department of Transportation (WSDOT), Bian Abbott Fish Barrier Removal Board, the Cooperative Watershed Management (CWM), and any other grants including King County grants.

# Capital Appropriation Proposal



**NARRATIVES** PKS GRANT CONTINGENCY 3581 1129676

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

NA

## 8. PROJECT STATUS

NA

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Administrative project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:SKYWAY PARK 1129700

Master Project, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 2 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:SKYWAY PARK |
| **Substantial Completion** | |
| **Location** | Skyway Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $25,000 | $0 | $0 | $0 | $25,000 |
| **2 Preliminary Design** | $35,000 | $0 | $0 | $0 | $35,000 |
| **3 Final Design** | $135,000 | $0 | $0 | $0 | $135,000 |
| **4 Implementation** | $1,655,000 | $1,065,550 | $900,000 | $0 | $3,620,550 |
| **5 Closeout** | $5,000 | $0 | $0 | $0 | $5,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,855,000** | **$1,065,550** | **$900,000** | **$0** | **$3,820,550** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $10,550 | $0 | $0 | $10,550 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $1,065,550 | $622,967 | $311,483 | $2,000,000 |
| **Total Revenue** | **$1,065,550** | **$622,967** | **$311,483** | **$2,000,000** |

### EXPENSE PKS M:SKYWAY PARK 1129700

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $2,922 | $0 | $0 | $5,000 | $0 | $7,922 |
| **2 Prelim Design** | $103,343 | $0 | $10,000 | $15,000 | $0 | $128,343 |
| **3 Final Design** | $113,230 | $200,000 | $20,000 | $35,000 | $0 | $368,230 |
| **4 Implementation** | $14,900 | $284,400 | $2,166,755 | $785,000 | $45,000 | $3,296,055 |
| **5 Closeout** | $0 | $0 | $5,000 | $10,000 | $5,000 | $20,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$234,395** | **$484,400** | **$2,201,755** | **$850,000** | **$50,000** | **$3,820,550** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $7,922 | $3,055 | $25,000 | $2,922 |
| 2 Preliminary Design | $0 | $128,343 | $108,585 | $35,000 | $103,343 |
| 3 Final Design | $0 | $368,230 | $259,188 | $135,000 | $313,230 |
| 4 Implementation | $0 | $3,296,055 | $15,428 | $1,655,000 | $299,300 |
| 5 Closeout | $0 | $20,000 | $0 | $5,000 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,820,550** | **$386,256** | **$1,855,000** | **$718,795** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $22,078 | $0 | $0 | $22,078 |
| 2 Preliminary Design | ($68,343) | $0 | $10,000 | ($78,343) |
| 3 Final Design | ($178,230) | $0 | $20,000 | ($198,230) |
| 4 Implementation | $1,355,700 | $1,065,550 | $2,166,755 | $254,495 |
| 5 Closeout | $5,000 | $0 | $5,000 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,136,205** | **$1,065,550** | **$2,201,755** | **$0** |

## NARRATIVES

PKS M:SKYWAY PARK 1129700

### Current Scope

Skyway Park - This program is for the planning, design, engineering, permitting and construction of the proposed Skyway Park improvements. This project will make multiple improvements in phases, including installing a new mini open play soccer arena, installing an larger playground, adding adult fitness equipment, upgrading fencing, lighting, restrooms and ADA access, repurposing poorly draining ballfields to a grassy meadow, and creating a new pedestrian entry way.

### 1. PROJECT SCOPE

Skyway Park - This program is for the planning, design, engineering, permitting and construction of the proposed Skyway Park improvements. This project will make multiple improvements in phases, including installing a new mini open play soccer arena, installing an larger playground, adding adult fitness equipment, upgrading fencing, lighting, restrooms and ADA access, repurposing poorly draining ballfields to a grassy meadow, and creating a new pedestrian entry way.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Skyway Park is located in an urban portion of unincorporated King County that has been economically disadvantaged and struggling for many years. Skyway-West Hill shows vast differences from countywide averages: the residents are among the most diverse in the region with a majority-minority population, household income is considerably lower than in the rest of county, and nearly every public health indicator such as heart disease, obesity, and access to healthy food, is alarmingly higher than those found countywide and in adjacent cities.Also noteworthy is the rate of children are deemed eligible for free and reduced cost school meals, which ranges from 69 percent to 86 percent in the schools serving students from Skyway-West Hill.

Providing facilities that encourage free play and team sports in this area will pay substantial dividends for the community in the long term with opportunities to exercise and outlets for fresh area and physical activity.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:SKYWAY PARK 1129700

## 4. PROJECT BENEFITS/OUTCOMES

Ultimately, this project seeks to inspire revitalization of the community by creating a vibrant and safe community asset in Skyway Park. This project is building on the recommendations of a community-led comprehensive planning effort that engaged a broad range of residents and stakeholders and that integrated issues of equity, public health, education, housing, transportation, and public infrastructure. Once complete, this project will enable the park to truly become a focal point for the community, cultivating a sense of place, encouraging physical activity and healthy lifestyles, and offering a safe place for youth and families to gather and enjoy the outdoors.
Providing facilities that encourage free play and team sports in this area will pay substantial dividends for the community in the long term with opportunities to exercise and outlets for fresh area and physical activity.

## 5. BUDGET REQUEST BASIS

Budget is based on detailed Engineer's Estimate, past experience with similar projects and on contractual commitments for design and engineering. The 2021-2022 budget appropriation will be used to continue the Phase 1 improvements that were not included in the scope for the 2017-2020 improvements due to insufficient funds. These improvements potentially include benches, picnic tables, new walking pathway, solar safety lighting, and sports court improvements.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Final design and permitting for the first phase of improvements (mini-mod soccer field, new playground, ADA access improvements, pathway repairs, and associated stormwater facilities) is complete with an estimated construction advertisement date in Fall 2020.

## 9. ALTERNATIVES ANALYSIS

As part of the schematic design process, alternatives and priorities were considered with community input.The improvements desired exceed the available funding, so construction of the proposed improvements are being phased as funding becomes available.The partnership with Skyway Solutions, Seattle Sounders, CPG grant funds, and LWCF grant funding together provide a good foundation of funds and support for the project.

## 10. OTHER AGENCY INVOLVEMENT

Through a grant from Seattle/King County Public Health, Skyway Solutions, a local nonprofit, worked to develop conceptual design of the Park.This was used as a starting point for the schematic design.The funds from the Car Rental Tax in the 2017/18 budget provided matching funds for a Land and Water Conservation Fund (LWCF) grant awarded in 2017.Rainier Little League is participating in the revitalization of the park by once again scheduling games at the recently rehabbed baseball field.Additionally, the Seattle Sounders FC have already committed tc supporting this project by delivering free soccer balls to the surrounding community, offering free clinics and camps for the kids in the community, and will work to leverage their other partners to support kids in the classroom and on the field.

## 11. ART ELIGIBILITY

# Capital Appropriation Proposal



**NARRATIVES** PKS M:SKYWAY PARK 1129700

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County's park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.
Skyway Park is located in an urban portion of unincorporated King County that has been economically disadvantaged and struggling for many years.Skyway-West Hill shows vast differences from countywide averages: the residents are among the most diverse in the region with a majority-minority population, household income is considerably lower than in the rest of county, and nearly every public health indicator such as heart disease, obesity, and access to healthy food, is alarmingly higher than those found countywide and in adjacent cities.Also noteworthy is the rate of children are deemed eligible for free and reduced cost school meals, which ranges from69 percent to 86 percent in the schools serving students from Skyway-West Hill.
Providing facilities that encourage free play and team sports in this area will pay substantial dividends for the community in the long term with opportunities to exercise and outlets for fresh area and physical activity.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS RAGING RIVER NA ACQ 1132220

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | Left bank of the Raging River about 1.65 upstream from Fall City. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,328,000 | $1,130,000 | $0 | $0 | $2,458,000 |
| **Total Budget** | **$1,328,000** | **$1,130,000** | **$0** | **$0** | **$2,458,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $1,130,000 | $0 | $0 | $1,130,000 |
| **Total Revenue** | **$1,130,000** | **$0** | **$0** | **$1,130,000** |

### EXPENSE PKS RAGING RIVER NA ACQ 1132220

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,305,936 | $20,000 | $1,130,000 | $0 | $0 | $2,455,936 |
| **Total Expense** | **$1,305,936** | **$20,000** | **$1,130,000** | **$0** | **$0** | **$2,455,936** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $2,455,936 | $1,313,496 | $1,328,000 | $1,325,936 |
| **Total** | **$0** | **$2,455,936** | **$1,313,496** | **$1,328,000** | **$1,325,936** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $2,064 | $1,130,000 | $1,130,000 | $2,064 |
| **Total** | **$2,064** | **$1,130,000** | **$1,130,000** | **$2,064** |

## NARRATIVES

PKS RAGING RIVER NA ACQ 1132220

### Current Scope

Raging River Natural Area Acquisition - This project continues a multi-year request to acquire the Raging River Quarry.

### 1. PROJECT SCOPE

Raging River Natural Area Acquisition - This project continues a multi-year request to acquire the Raging River Quarry.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This regionally significant project has a goal to prevent mine expansion and cease mining on the current site. There is strong local community support due to concerns such as deforestation, sedimentation, negative impacts to fish and wildlife, loss of scenic resources, and nuisance impacts from mining. The Raging River is very important for WRIA 7 salmonid production, with the Raging representing the spawning grounds for 20% of the basin's Chinook, and also supporting coho and chum salmon, and steelhead and cutthroat trout.The location may offer backcountry trail connections, and King County Search and Rescue is exploring opportunities to purchase the fee to the mine parcel.

### 4. PROJECT BENEFITS/OUTCOMES

The location may offer backcountry trail and trailhead opportunities, connection to the Snoqualmie-Preston Regional Trail and nearby public lands, and other potential recreational uses.

### 5. BUDGET REQUEST BASIS

The scope proposes protecting up to 42 acres by completing fee purchase of the 25.8-acre proposed mine expansion parcel (recently purchased by the Trust for Public Land as a buy-and-hold on behalf of King County); fee purchase of a five-acre residential parcel; and a conservation easement over 11 acres of the mining parcel. The County is seeking additional project funds from Recreation and Conservation Office grants that would be available in 2021 if awarded.

# Capital Appropriation Proposal



**NARRATIVES** PKS RAGING RIVER NA ACQ 1132220

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

One of target parcels has been secured through a buy and hold with the Trust for Public Land, in 2021 KC will buy the first parcel of the project (2224079033).

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS CEDAR RV ELLIOTT BRG REACH 1132222

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Cedar River Elliott Bridge Reach |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $180,000 | $0 | $0 | $0 | $180,000 |
| **Total Budget** | **$180,000** | **$0** | **$0** | **$0** | **$180,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS CEDAR RV ELLIOTT BRG REACH 1132222

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $9,952 | $170,048 | $0 | $0 | $0 | $180,000 |
| **Total Expense** | **$9,952** | **$170,048** | **$0** | **$0** | **$0** | **$180,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $180,000 | $9,952 | $180,000 | $180,000 |
| **Total** | **$0** | **$180,000** | **$9,952** | **$180,000** | **$180,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

PKS CEDAR RV ELLIOTT BRG REACH 1132222

### Current Scope

Cedar River Elliott Bridge Reach - This proposed acquisition supports a large project to remove two levees and restore habitat in support of Cedar River salmon populations. The current budget request is to acquire the south side of the river, which has been a priority for years and the landowner is finally willing to sell.

### 1. PROJECT SCOPE

Cedar River Elliott Bridge Reach - This proposed acquisition supports a large project to remove two levees and restore habitat in support of Cedar River salmon populations. The current budget request is to acquire the south side of the river, which has been a priority for years and the landowner is finally willing to sell.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The Cedar River, with extensive reaches of publicly owned land, supports large mammals such as deer and elk, and a diversity of smaller animals and bird species.The river supports populations of Chinook, Coho, and sockeye salmon, cut-throat and steelhead trout.The Elliott Bridge Reach has significant opportunity to restore habitat as the county is able to remove homes (many of which have been flood risk reduction priorities to acquire) and eventually set back levees to allow more opportunity for river movement and off-channel habitat.

The Conservation Futures Tax (CFT) Citizens Committee, a council-appointed committee to advise on open space acquisitions, recommended this funding request.

### 4. PROJECT BENEFITS/OUTCOMES

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS CEDAR RV ELLIOTT BRG REACH 1132222

## 5. BUDGET REQUEST BASIS

The County requested scope clarifications to prioritize several parcels that were shown in the longer-term scope as primary targets. The County also requested to add three parcels, adding 1 acre to the scope. The Committee approved the scope clarifications of parcels 0922069114, 0922069128, 1522069105, 0422069028, 2023069010, and 2323059065, and the scope addition of parcels 2085200975, 2085200980, 2085200985.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

As of 6/17/2020:
2085200975, 2085200980, 2085200985 Alex: Donation in process, closing Q3
0922069114, 0922069128 Huffman: Closed Q2
1522069105 Peterson: Acquisition terms in process with landowner
0422069028 Culbertson : Offer Pending, est.closing Q3
2023069010 Ervin: Estimated closing Q3
2323059065 Eldridge: Estimated closing Q3

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide public green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Preserving area helps to fulfill goals of the SCAP.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** PKS CEDAR RV ELLIOTT BRG REACH 1132222

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS THREE FORKS NA ADD 1133889

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | Unincorporated King County near Snoqualmie and North Bend |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $60,000 | $79,188 | $0 | $0 | $139,188 |
| **Total Budget** | **$60,000** | **$79,188** | **$0** | **$0** | **$139,188** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $79,188 | $0 | $0 | $79,188 |
| **Total Revenue** | **$79,188** | **$0** | **$0** | **$79,188** |

### EXPENSE PKS THREE FORKS NA ADD 1133889

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $16,255 | $122,933 | $0 | $0 | $0 | $139,188 |
| **Total Expense** | **$16,255** | **$122,933** | **$0** | **$0** | **$0** | **$139,188** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $139,188 | $16,841 | $60,000 | $139,188 |
| **Total** | **$0** | **$139,188** | **$16,841** | **$60,000** | **$139,188** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | ($79,188) | $79,188 | $0 | $0 |
| **Total** | **($79,188)** | **$79,188** | **$0** | **$0** |

## NARRATIVES

PKS THREE FORKS NA ADD 1133889

### Current Scope

Three Forks Natural Area Addition - This project will acquire approximately 4.67 acres of a larger 39 acre parcel along the Snoqualmie River for the Three Forks Natural Area. The goal is to protect riparian habitat and accommodate public use of a popular summer river destination and swimming beach along the Snoqualmie River. The owner of the parcel is managing the parcel for sustainable forestry and would like to sell the portion of his property along the river. The project would require a boundary line adjustment prior to acquisition.

### 1. PROJECT SCOPE

Three Forks Natural Area Addition - This project will acquire approximately 4.67 acres of a larger 39 acre parcel along the Snoqualmie River for the Three Forks Natural Area. The goal is to protect riparian habitat and accommodate public use of a popular summer river destination and swimming beach along the Snoqualmie River. The owner of the parcel is managing the parcel for sustainable forestry and would like to sell the portion of his property along the river. The project would require a boundary line adjustment prior to acquisition.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This acquisition preserves open space land adjacent to Three Forks Natural Area. This project directly furthers goals established in the King County Comprehensive Plan, the King County Open Space Plan and the Strategic Climate Action Plan.

### 4. PROJECT BENEFITS/OUTCOMES

This project will add almost 5 acres of undeveloped open space land along the Snoqualmie River to Three Forks Natural Area permanently protecting an important regional asset, preserving wildlife habitat and other open space benefits such as flood reduction and water quality.

### 5. BUDGET REQUEST BASIS

The county requested an additional funding to complete acquisition of the project, as the costs increased above the original estimates. The Committee recommends allocation of $79,188.

**NARRATIVES** PKS THREE FORKS NA ADD 1133889

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly acquired natural lands.

## 8. PROJECT STATUS

King County Parks has appraised the property. Appraised value is higher than originally estimated. In 2020, the CFT committee reallocated additional funding to complete this acquisition. King County Parks anticipates completing this acquisition when the reallocated funding is available. Additional funding was reallocated in 2020 and King County is working to complete this acquisition in 2020.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting open space lands_x000D_.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS CEDAR RIVER ADD 1133890

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Cedar River |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $500,000 | $0 | $0 | $0 | $500,000 |
| **Total Budget** | **$500,000** | **$0** | **$0** | **$0** | **$500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS CEDAR RIVER ADD 1133890

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,099 | $476,854 | $0 | $0 | $0 | $477,953 |
| **Total Expense** | **$1,099** | **$476,854** | **$0** | **$0** | **$0** | **$477,953** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $499,057 | $22,203 | $500,000 | $477,953 |
| **Total** | **$0** | **$499,057** | **$22,203** | **$500,000** | **$477,953** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $22,047 | $0 | $0 | $22,047 |
| **Total** | **$22,047** | **$0** | **$0** | **$22,047** |

## NARRATIVES

PKS CEDAR RIVER ADD 1133890

### Current Scope

Cedar River Land Conservation - This project will acquire land along the Cedar River for fish and wildlife habitat, restoration projects, and passive recreation. This request is for a scope change.

### 1. PROJECT SCOPE

Cedar River Land Conservation - This project will acquire land along the Cedar River for fish and wildlife habitat, restoration projects, and passive recreation. This request is for a scope change.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The Cedar River supports Chinook, coho, and sockeye salmon, and steelhead and cutthroat trout.The river and riparian zones provide wildlife habitat, and many of the targeted acquisitions will add to acreage already protected in a natural state along the river.Many sites along the Cedar River offer passive recreation opportunity on backcountry trails, easy access off the popular Cedar River Trail, and visual and physical access to the river.

This application maps a broad scope with many parcels that will be preserved using a variety of conservation tools including stewardship, current use taxation enrollment, easements, partial fee, or fee acquisition.This proposal builds on and incorporates the scope of past projects that have been focused on various reaches within the Cedar River basin.

### 4. PROJECT BENEFITS/OUTCOMES

Many of the targeted acquisitions will add to acreage already protected in a natural state along the river.

# Capital Appropriation Proposal



**NARRATIVES** PKS CEDAR RIVER ADD 1133890

## 5. BUDGET REQUEST BASIS

The County requested scope clarifications to prioritize several parcels that were shown in the longer-term scope as primary targets. The County also requested to add three parcels, adding one acre to the scope. The Committee approves the scope clarifications of parcels 0922069114, 0922069128, 1522069105, 0422069028, 2023069010, and 2323059065, and the scope addition of parcels 2085200975, 2085200980, 2085200985.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

As of 6/17/2020:
2085200975, 2085200980, 2085200985 Alex: Donation in process with OSA, est.closing Q3
0922069114, 0922069128 Huffman: Transaction completed Q1 2020
1522069105 Peterson: Acquisition terms in process with landowner
0422069028 Culbertson: Offer Pending, est.closing Q3
0422069021, 0422069073 Oswald: Offer Pending, est.closing Q3
0222069012 Ovalle: Offer Pending, est.closing Q3

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

# Capital Appropriation Proposal



**NARRATIVES** PKS CEDAR RIVER ADD 1133890

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS MOLASSES CREEK 1133892

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/31/2021 |
| **Location** | Near Soos Creek Park and Trail |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $25,000 | $0 | $0 | $0 | $25,000 |
| **Total Budget** | **$25,000** | **$0** | **$0** | **$0** | **$25,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS MOLASSES CREEK 1133892

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $15,981 | $2,000 | $7,019 | $0 | $0 | $25,000 |
| **Total Expense** | **$15,981** | **$2,000** | **$7,019** | **$0** | **$0** | **$25,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $25,000 | $16,721 | $25,000 | $17,981 |
| **Total** | **$0** | **$25,000** | **$16,721** | **$25,000** | **$17,981** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $7,019 | $0 | $7,019 | $0 |
| **Total** | **$7,019** | **$0** | **$7,019** | **$0** |

## NARRATIVES

PKS MOLASSES CREEK 1133892

### Current Scope

Molasses Creek - The current project scope includes the acquisition of an approximately 1.18 acre parcel, which will provide an “inholding” within the existing Soos Creek Regional Park.

### 1. PROJECT SCOPE

Molasses Creek - The current project scope includes the acquisition of an approximately 1.18 acre parcel, which will provide an “inholding” within the existing Soos Creek Regional Park.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The proposed project is consistent with King County Park and Recreation Division's goal of providing connectivity between public lands and to regional trail corridors, increasing public access to existing park lands and conserving critical fish and wildlife habitat.These parcels are located within a high priority conservation area documented in the 2013 Soos Creek Regional Park Site Management Guidelines, are listed in the Land Conservation Initiative inventory and were identified as priorities for Conservation Futures Tax levy funding by Councilmember Dunn via Council Motion 14957 (September 19, 2017). The Conservation Futures Tax (CFT) Citizens Committee, a council-appointed committee to advise on open space acquisitions, recommended this funding request.

### 4. PROJECT BENEFITS/OUTCOMES

Acquisition of the target parcel will acquire an “inholding” within the existing Soos Creek Regional Park and the full project scope would ensure protection of a portion of Molasses Creek and create a new local community passive park.

# Capital Appropriation Proposal



**NARRATIVES** PKS MOLASSES CREEK 1133892

## 5. BUDGET REQUEST BASIS

Mid-Year 2020: The County requested the addition of two parcels adjacent to the Soos Creek and Molasses Creek corridors, adding 50 acres to the scope. The Conservation Futures Committee approves the scope addition of parcels 2473360270 and 2723059039 to the scope. An additional scope addition was to adopt the primary targets in the 2021 Soos Creek/Molasses Creek project as primary targets in the scope of this past award.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual inflation-adjusted allotment for stewardship of newly-acquired lands.

## 8. PROJECT STATUS

King County Parks appraised a property adjacent to Renton Park and has submitted an application to the CFT committee for funding to acquire this and other parcels within the scope. Once funding is available, King County Parks plans to make an offer to the landowner.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

The property is under King County Roads custodianship and the surplus process is being managed by King County Facility Management Division (FMD)/Real Estate Services.

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS SNOQUALMIE VALLEY FARMLAND 1133896

TA

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | Parcel just north of Fall City Community Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $57,500 | ($45,935) | $0 | $0 | $11,565 |
| **Total Budget** | **$57,500** | **($45,935)** | **$0** | **$0** | **$11,565** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | ($45,934) | $0 | $0 | ($45,934) |
| **Total Revenue** | **($45,934)** | **$0** | **$0** | **($45,934)** |

### EXPENSE PKS SNOQUALMIE VALLEY FARMLAND 1133896

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $11,566 | $0 | $0 | $0 | $0 | $11,566 |
| **Total Expense** | **$11,566** | **$0** | **$0** | **$0** | **$0** | **$11,566** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $11,566 | $11,566 | $57,500 | $11,566 |
| **Total** | **$0** | **$11,566** | **$11,566** | **$57,500** | **$11,566** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $45,934 | ($45,935) | $0 | ($1) |
| **Total** | **$45,934** | **($45,935)** | **$0** | **($1)** |

## NARRATIVES

PKS SNOQUALMIE VALLEY FARMLAND 1133896

### Current Scope

Snoqualmie Valley Farmland - The proposed budget request is for the purchase of a trail easement on the"Fall City Floating LLC" property. The easement would cross along the eastern boundary of the farmland to make a publicly accessible connection from Park's existing public parking lot to a safe crossing point of SR 203 and connect to a street (SE 39th Pl) and trail that lead up to the Snoqualmie Valley Trail.

### 1. PROJECT SCOPE

Snoqualmie Valley Farmland - The proposed budget request is for the purchase of a trail easement on the"Fall City Floating LLC" property. The easement would cross along the eastern boundary of the farmland to make a publicly accessible connection from Park's existing public parking lot to a safe crossing point of SR 203 and connect to a street (SE 39th Pl) and trail that lead up to the Snoqualmie Valley Trail.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Improved access from a parking area to a heavily used trail corridor.

### 4. PROJECT BENEFITS/OUTCOMES

Public safety benefit and enhanced recreational experience for trail users (ease of access to trail).

### 5. BUDGET REQUEST BASIS

The County has completed the purchase, placing a farmland deed and agreement on the farm and securing a trail easement for King County Parks. The County requested project abandonment for the Parks Levy award as this work is complete (the CFT award will stay open and active). The Committee recommends that remaining funds are transferred out of the project and that the project is closed.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS SNOQUALMIE VALLEY FARMLAND 1133896

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly acquired natural lands.

## 8. PROJECT STATUS

Awaiting dedication of funds from Parks Capital Program to begin design/construction of trail along the easement.

## 9. ALTERNATIVES ANALYSIS

Trail planning staff have identified this as a desirable corridor for enhanced trail access.

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide green space accessible to the general public, preserve or enhance health, and/or provide a scenic amenity from a public park, open space or right of way. There is no negative impact to an underserved community.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS ERC NE 8TH ST ACQUISITION 1133897

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Near NE 8th in Bellevue east of I-405 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,250,000 | $0 | $0 | $0 | $1,250,000 |
| **Total Budget** | **$1,250,000** | **$0** | **$0** | **$0** | **$1,250,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS ERC NE 8TH ST ACQUISITION 1133897

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $1,250,000 | $0 | $0 | $0 | $1,250,000 |
| **Total Expense** | **$0** | **$1,250,000** | **$0** | **$0** | **$0** | **$1,250,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,250,000 | $0 | $1,250,000 | $1,250,000 |
| **Total** | **$0** | **$1,250,000** | **$0** | **$1,250,000** | **$1,250,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

## NARRATIVES

PKS ERC NE 8TH ST ACQUISITION 1133897

### Current Scope

Conservation Futures King County – Eastside Rail Corridor – NE 8th Crossing - This project will acquire the appropriate property rights to construct the Eastside Rail Corridor (ERC) crossing over NE 8th in Bellevue, adjacent to the Link Light Rail corridor and Wilburton Station.

### 1. PROJECT SCOPE

Conservation Futures King County – Eastside Rail Corridor – NE 8th Crossing - This project will acquire the appropriate property rights to construct the Eastside Rail Corridor (ERC) crossing over NE 8th in Bellevue, adjacent to the Link Light Rail corridor and Wilburton Station.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This property is required to complete a critical connector for the Eastrail, which is anticipated to support over 1,000,000 trail trips annually. Volumes on the Eastrail in this location are forecast to exceed volumes on the Burke Gilman or Sammamish River Trails, the two most highly-used trails in the regional trail network. This crossing runs alongside the Link Light Rail and both acquisition and construction must be fully completed before the light rail electrifies.This work is part of multi-jurisdictional collaboration to construct and develop this multiuse trail corridor.

### 4. PROJECT BENEFITS/OUTCOMES

The project will allow safe crossing of NE 8th for trail users, and will also provide direct access to the Sound Transit Wilburton light rail station. There is no feasible alternative crossing location or type, and a bridge over NE 8th is necessary to complete the trail and achieve the goal of a continuous north-south corridor serving Renton, Bellevue, Kirkland, Woodinville, and Redmond.

### 5. BUDGET REQUEST BASIS

The Committee approved the scope clarifications of parcels 332505-9036 and 2825059328 which had been identified as future target parcels, to make them primary targets for the award. The Committee approves the scope addition of parcel 332505-9209 as a primary target for the award. The target acquisition of less than one acre is in the Wilburton Segment of the Eastrail, at NE 8th in Bellevue.

**NARRATIVES** PKS ERC NE 8TH ST ACQUISITION 1133897

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Recreation, Trails and Open Space Levy includes an annual, inflation-adjusted allotment for stewardship of newly acquired natural lands.

## 8. PROJECT STATUS

In negotiation with a property owner.

## 9. ALTERNATIVES ANALYSIS

Several alternative crossing options were explored in the Eastrail master plan and preliminary design for the bridge crossing. The selected alternative is the most feasible and provides the most public benefit of the options explored. The general project scope was included in the Eastrail SEPA EIS finalized in 2016.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit is the underlying owner for the majority of the project. The project is being developed in coordination with Sound Transit and the City of Bellevue.

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will improve access to the Regional Trail System and reduce the gaps in non-motorized connectivity between the cities of Renton and Bellevue. The project also provides direct access to Sound Transit light rail and King County Metro RapidRide B line.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by providing non-motorized transportation alternatives and supporting transit use.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS LITTLE SI INITIAL ACQ WORK 1136777

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/31/2021 |
| **Location** | Unincorporated King County near North Bend |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $20,000 | $225,000 | $0 | $0 | $245,000 |
| **Total Budget** | **$20,000** | **$225,000** | **$0** | **$0** | **$245,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $225,000 | $0 | $0 | $225,000 |
| **Total Revenue** | **$225,000** | **$0** | **$0** | **$225,000** |

### EXPENSE PKS LITTLE SI INITIAL ACQ WORK 1136777

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $365 | $19,635 | $225,000 | $0 | $0 | $245,000 |
| **Total Expense** | **$365** | **$19,635** | **$225,000** | **$0** | **$0** | **$245,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $245,000 | $9,942 | $20,000 | $20,000 |
| **Total** | **$0** | **$245,000** | **$9,942** | **$20,000** | **$20,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $225,000 | $225,000 | $0 |
| **Total** | **$0** | **$225,000** | **$225,000** | **$0** |

## NARRATIVES

PKS LITTLE SI INITIAL ACQ WORK 1136777

### Current Scope

Little Si Initial Acquisition Work - This project will conserve a parcel on Middle Fork Snoqualmie River, near King County's Tanner Landing Park and the Mount Si Natural Resources Conservation Area.

### 1. PROJECT SCOPE

Little Si Initial Acquisition Work - This project will conserve a parcel on Middle Fork Snoqualmie River, near King County's Tanner Landing Park and the Mount Si Natural Resources Conservation Area.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The property provides a forested connection between the Little Si trailhead and the Middle Fork Snoqualmie River. The site would offer a location for passive public use along the river including picnicking and a place to rest after hiking, and connects to two small King County-owned parcels to the east at the bridge. Acquisition will prevent clearing the trees and expanding impervious surfaces if the current mobile home is redeveloped as a larger house.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

The current request seeks funding to acquire the 0.31-acre parcel.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS LITTLE SI INITIAL ACQ WORK 1136777

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Recreation, Trails and Open Space Levy includes an annual, inflation-adjusted allotment for stewardship of newly acquired natural lands.

## 8. PROJECT STATUS

Parks has appraised the parcel and negotiated a potential sale with the landowner contingent upon funding. Funding is expected by the end of 2020.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS GRN RV NEWAUKUM CRK PRSRV 1136778

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/31/2021 |
| **Location** | Green River Natural Area and Lower Newaukum Creek Natural Area |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $684,875 | $980,000 | $0 | $0 | $1,664,875 |
| **Total Budget** | **$684,875** | **$980,000** | **$0** | **$0** | **$1,664,875** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $980,000 | $0 | $0 | $980,000 |
| **Total Revenue** | **$980,000** | **$0** | **$0** | **$980,000** |

### EXPENSE PKS GRN RV NEWAUKUM CRK PRSRV 1136778

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $600,000 | $1,060,000 | $0 | $0 | $1,660,000 |
| **Total Expense** | **$0** | **$600,000** | **$1,060,000** | **$0** | **$0** | **$1,660,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,660,000 | $535,037 | $684,875 | $600,000 |
| **Total** | **$0** | **$1,660,000** | **$535,037** | **$684,875** | **$600,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $84,875 | $980,000 | $1,060,000 | $4,875 |
| **Total** | **$84,875** | **$980,000** | **$1,060,000** | **$4,875** |

## NARRATIVES

PKS GRN RV NEWAUKUM CRK PRSRV 1136778

### Current Scope

Green River Newaukum Creek Preservation - This project continues longtime conservation work on the middle Green River and Newaukum Creek.

### 1. PROJECT SCOPE

Green River Newaukum Creek Preservation - This project continues longtime conservation work on the middle Green River and Newaukum Creek.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The middle Green River is of great significance in WRIA 9 for its high quality salmonid spawning and rearing habitat, and already has extensive corridors of public land owned by King County and Washington State Parks. Newaukum Creek is also a key Chinook salmon and steelhead spawning habitat area, with a forested ravine in its lower reaches, and upper reaches surrounded by wetlands on the Enumclaw Plateau. Newaukum Creek is on the Clean Water Act Section 303(d) list and has a Total Maximum Daily Load (TMDL) Improvement Plan for water quality.

### 4. PROJECT BENEFITS/OUTCOMES

One of the priority parcels will help expand parking and access opportunities at the O'Grady access point to the Green River Natural Area.

### 5. BUDGET REQUEST BASIS

There are numerous priority parcels across the Green River corridor and lower and middle Newaukum Creek basins. This project has partial land match from parcels purchased with Ecology grant funds and more potential funding from Ecology Watershed Restoration and Enhancement Committee for restoration.

# Capital Appropriation Proposal



**NARRATIVES** PKS GRN RV NEWAUKUM CRK PRSRV 1136778

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

Acquisitions are ongoing as they have been for over 10 years.We will be closing on Martenson shortly and recently closed on Bryan.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

South King County does not have the extensive network of parks, open space, and trails that exist in north and central King County.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS SOOS CREEK PARK 1136780

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2021 |
| **Location** | Adjacent to Soos Creek Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $60,000 | $250,000 | $0 | $0 | $310,000 |
| **Total Budget** | **$60,000** | **$250,000** | **$0** | **$0** | **$310,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $250,000 | $0 | $0 | $250,000 |
| **Total Revenue** | **$250,000** | **$0** | **$0** | **$250,000** |

### EXPENSE PKS SOOS CREEK PARK 1136780

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,013 | $38,866 | $250,000 | $0 | $0 | $289,879 |
| **Total Expense** | **$1,013** | **$38,866** | **$250,000** | **$0** | **$0** | **$289,879** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $289,879 | $21,895 | $60,000 | $39,879 |
| **Total** | **$0** | **$289,879** | **$21,895** | **$60,000** | **$39,879** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $20,121 | $250,000 | $250,000 | $20,121 |
| **Total** | **$20,121** | **$250,000** | **$250,000** | **$20,121** |

## NARRATIVES

PKS SOOS CREEK PARK 1136780

### Current Scope

Soos Creek Park - This project will expand the Soos Creek Park and Trail corridor, conserving forested upland and wetlands on the border of the City of Renton and unincorporated King County. The project is split between WRIA 9/Soos Creek basin and WRIA 8/Molasses Creek basin.

### 1. PROJECT SCOPE

Soos Creek Park - This project will expand the Soos Creek Park and Trail corridor, conserving forested upland and wetlands on the border of the City of Renton and unincorporated King County. The project is split between WRIA 9/Soos Creek basin and WRIA 8/Molasses Creek basin.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The application scope identifies up to 70 acres: two Renton Housing Authority (RHA) properties (one vacant, one with a home), two adjacent strips of land, a few parcels to the east along Molasses Creek, and one large wetland parcel to the north next to Renton Park. The RHA parcels were the subject of a motion sponsored by Councilmember Dunn encouraging priority be given to this project.

### 4. PROJECT BENEFITS/OUTCOMES

The park in general provides recreational benefit with its regional trail, and is a community separator.The primary 15-acre target property has extensive wetlands and forest.

### 5. BUDGET REQUEST BASIS

The Committee recommends partial funding of $500,000 total, consisting of $250,000 CFT in bond dollars and $250,000 PL dollars. The primary targets of interest to the Committee were approximately 20 acres comprised of the vacant triangular RHA parcel and two adjacent strips of land, and the large wetland parcel to the north. The Committee did not view funding for the developed RHA parcel as a priority, identifying the undeveloped parcels with forest and wetlands as the primary targets for the funding award.

**NARRATIVES** PKS SOOS CREEK PARK 1136780

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Recreation, Trails and Open Space Levy includes an annual, inflation-adjusted allotment for stewardship of newly acquired natural lands.

## 8. PROJECT STATUS

New - appraisals are underway on the target acquisitions.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS BOISE CRK ACQ FTR RESTORAT 1136781

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/31/2021 |
| **Location** | Boise Creek south of the City of Enumclaw |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $250,000 | $390,000 | $0 | $0 | $640,000 |
| **Total Budget** | **$250,000** | **$390,000** | **$0** | **$0** | **$640,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $390,000 | $0 | $0 | $390,000 |
| **Total Revenue** | **$390,000** | **$0** | **$0** | **$390,000** |

### EXPENSE PKS BOISE CRK ACQ FTR RESTORAT 1136781

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $250,000 | $390,000 | $0 | $0 | $640,000 |
| **Total Expense** | **$0** | **$250,000** | **$390,000** | **$0** | **$0** | **$640,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $640,000 | $0 | $250,000 | $250,000 |
| **Total** | **$0** | **$640,000** | **$0** | **$250,000** | **$250,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $390,000 | $390,000 | $0 |
| **Total** | **$0** | **$390,000** | **$390,000** | **$0** |

## NARRATIVES

PKS BOISE CRK ACQ FTR RESTORAT 1136781

### Current Scope

Boise Creek Acquisition Restoration - Land adjacent to Boise Creek will be acquired to promote future riparian restoration projects.

### 1. PROJECT SCOPE

Boise Creek Acquisition Restoration - Land adjacent to Boise Creek will be acquired to promote future riparian restoration projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

A White River tributary, Boise Creek provides habitat for spring run Chinook salmon. The creek has poor aquatic/riparian habitat, low abundance of in-stream wood, pools, off-channel habitat; it's listed on Department of Ecology's 303d list of impaired waterbodies; a TMDL recommends riparian restoration.

### 4. PROJECT BENEFITS/OUTCOMES

Project will enable King County to implement future habitat restoration projects.

### 5. BUDGET REQUEST BASIS

This project will purchase three conservation easements on three parcels (Chavis, Bickford, Allen). These acquisitions are active. In early 2021, King County expects to acquire the Bickford property in fee with new funding. A portion of Bickford (historic barn) may be segregated from parcel after acquisition via surplus.

### 6. FUNDING AND REVENUE DISCUSSION

CURRENT FUNDING STATUS: CWM (1137344) $68,852; CFT (1123835) $237,202; PL (1136781) $250,000

### 7. OPERATING BUDGET AND OTHER IMPACTS

Parks Levy includes annual, inflation-adjusted allotment for stewardship of newly acquire lands.

# Capital Appropriation Proposal



**NARRATIVES** PKS BOISE CRK ACQ FTR RESTORAT 1136781

## 8. PROJECT STATUS

Chavis, Hulburt, and Allen acquisition ongoing. All three appraisals have been completed and reviewed internally. Chavis likely to close in June or July of 2020.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

All parcels are potential future habitat restoration sites.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS VASHON ISLND MARINE SHRLNE 1136783

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Vashon-Maury Island Marine Shoreline |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $929,000 | $1,773,546 | $0 | $0 | $2,702,546 |
| **Total Budget** | **$929,000** | **$1,773,546** | **$0** | **$0** | **$2,702,546** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $1,773,546 | $0 | $0 | $1,773,546 |
| **Total Revenue** | **$1,773,546** | **$0** | **$0** | **$1,773,546** |

### EXPENSE PKS VASHON ISLND MARINE SHRLNE 1136783

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $929,000 | $1,773,546 | $0 | $0 | $2,702,546 |
| **Total Expense** | **$0** | **$929,000** | **$1,773,546** | **$0** | **$0** | **$2,702,546** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $2,702,546 | $0 | $929,000 | $929,000 |
| **Total** | **$0** | **$2,702,546** | **$0** | **$929,000** | **$929,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,773,546 | $1,773,546 | $0 |
| **Total** | **$0** | **$1,773,546** | **$1,773,546** | **$0** |

## NARRATIVES

PKS VASHON ISLND MARINE SHRLNE 1136783

### Current Scope

Vashon Island Marine Shoreline - Vashon Island Marine Shoreline - This project will acquire 2,550 feet of marine shoreline spread out over several priority nearshore areas on Vashon-Maury Island to preserve ecologically intact parcels and purchase developed shoreline for future restoration opportunities.

### 1. PROJECT SCOPE

Vashon Island Marine Shoreline - Vashon Island Marine Shoreline - This project will acquire 2,550 feet of marine shoreline spread out over several priority nearshore areas on Vashon-Maury Island to preserve ecologically intact parcels and purchase developed shoreline for future restoration opportunities.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The proposed properties are located at Pt Heyer drift cell, Corbin Beach and the Maury Island Aquatic Reserve. Successful acquisition under this regionally significant project would protect shoreline and facilitate the future removal of over 600 feet of shoreline armoring. The acquisition of the parcels will also add to existing natural areas and expand the amount of public beach available for visitors. This project also moves forward the County's Land Conservation Initiative.

### 4. PROJECT BENEFITS/OUTCOMES

The project will conserve ecologically intact parcels and purchase developed shoreline for future restoration opportunities.

### 5. BUDGET REQUEST BASIS

The priority targets funded in this award are at Corbin Beach, Dockton Natural Area, and Lost Lake/Big Beach, as well as reimbursement of a recent buy-and-hold by Forterra at Point Heyer. The budget request amount includes a reallocation of $51,046 from Big Beach (#1127078) and Piner Point Natural Area (#1121452).

# Capital Appropriation Proposal



**NARRATIVES** PKS VASHON ISLND MARINE SHRLNE 1136783

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

The County is actively engaged in negotiations.

## 9. ALTERNATIVES ANALYSIS

If target properties are no successfully acquired, we have alternate properties.

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project helps restore salmon population and wildlife essential for indigenous treaty rights as well as subsistence fishing communities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Preserving marine shorelines helps to fulfill coastal resilience goals of the SCAP.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS VASHON STREAM & ESTUARIES 1136784

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Vashon-Maury Island |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $250,000 | $0 | $0 | $0 | $250,000 |
| **Total Budget** | **$250,000** | **$0** | **$0** | **$0** | **$250,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE PKS VASHON STREAM & ESTUARIES 1136784

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $250,000 | $0 | $0 | $250,000 |
| **Total Expense** | **$0** | **$0** | **$250,000** | **$0** | **$0** | **$250,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $250,000 | $0 | $250,000 | $0 |
| **Total** | **$0** | **$250,000** | **$0** | **$250,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $250,000 | $0 | $250,000 | $0 |
| **Total** | **$250,000** | **$0** | **$250,000** | **$0** |

## NARRATIVES

PKS VASHON STREAM & ESTUARIES 1136784

### Current Scope

Vashon Stream and Estuaries - This project will conserve pocket estuaries and stream corridors on Vashon Island.

### 1. PROJECT SCOPE

Vashon Stream and Estuaries - This project will conserve pocket estuaries and stream corridors on Vashon Island.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Pocket estuaries represent important shoreline habitat, providing refuge areas for juvenile salmonids and comprising the initial corridor critical for fish passage to upstream reaches. The focus of this project is on estuaries at Tahlequah and Tsugwalla Creeks, and the estuary and stream corridor of Judd Creek.

### 4. PROJECT BENEFITS/OUTCOMES

The vision is to remove 110 feet of marine shoreline armoring, relocate the creek out of a 345-foot concrete flume, restore a pocket estuary, and improve fish access upstream to a mile of high quality freshwater habitat.

### 5. BUDGET REQUEST BASIS

The past award will help purchase one or more parcels at the estuary and/or in the lower reaches of Tahlequah Creek. Scope clarification to prioritize 072203-9039, 012202-9092, 072203-9158, 072203-9167, 072203-9017 as primary targets for this past award.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS VASHON STREAM & ESTUARIES 1136784

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New, the Tahlequah area proposed acquisitions are new.The proposal does include properties previously in the Judd Creek Paradise Valley project.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Water and Land Resources Division

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project helps restore salmon population and wildlife essential for indigenous treaty rights as well as subsistence fishing communities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:OPEN SPACE STEWARDSHIP 1137279

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:OPEN SPACE STEWARDSHIP |
| **Substantial Completion** | 12/31/2021 |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,500,000 | $5,460,000 | $6,400,000 | $3,600,000 | $17,960,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,500,000** | **$5,460,000** | **$6,400,000** | **$3,600,000** | **$17,960,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $5,460,000 | $6,693,333 | $3,346,667 | $15,500,000 |
| **Total Revenue** | **$5,460,000** | **$6,693,333** | **$3,346,667** | **$15,500,000** |

### EXPENSE PKS M:OPEN SPACE STEWARDSHIP 1137279

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $12,000 | $0 | $0 | $0 | $12,000 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $938,000 | $6,975,000 | $6,400,000 | $3,635,000 | $17,948,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$950,000** | **$6,975,000** | **$6,400,000** | **$3,635,000** | **$17,960,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $12,000 | $36,812 | $0 | $12,000 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $17,948,000 | $0 | $2,500,000 | $938,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$17,960,000** | **$36,812** | **$2,500,000** | **$950,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($12,000) | $0 | $0 | ($12,000) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,562,000 | $5,460,000 | $6,975,000 | $47,000 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,550,000** | **$5,460,000** | **$6,975,000** | **$35,000** |

## NARRATIVES

PKS M:OPEN SPACE STEWARDSHIP 1137279

### Current Scope

Stewardship of Lands Acquired - The Open Space Preserve and Protect program is an on-going program that funds capital improvements, or pass-through funding, in order to bring newly acquired open space and natural lands into public ownership and build internal capacity to manage this growing inventory as part of the Land Conservation Initiative.

### 1. PROJECT SCOPE

Stewardship of Lands Acquired - The Open Space Preserve and Protect program is an on-going program that funds capital improvements, or pass-through funding, in order to bring newly acquired open space and natural lands into public ownership and build internal capacity to manage this growing inventory as part of the Land Conservation Initiative.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The Land Conservation Initiative puts forward policies to accelerate the protection of lands deemed to have a high conservation value within the next 30 years. Once these open space and natural lands come into public ownership, there are a number of initial investments needed to keep the system open and usable by constituents, including demolishing structures onsite, setting up signage and fencing, and clearing invasive or noxious weeds. These investments will ensure new lands acquired by the County and by cities retain their conservation value, are clean, safe, and welcoming to the public.

### 4. PROJECT BENEFITS/OUTCOMES

According to the Advisory Group's final report, "it is not enough to simply acquire high conservation lands and take them into public ownership. Preservation and protection is an ongoing effort.[…] How we maintain the lands we acquire directly affects the public's experience when visiting these lands."

# Capital Appropriation Proposal



**NARRATIVES** PKS M:OPEN SPACE STEWARDSHIP 1137279

## 5. BUDGET REQUEST BASIS

The amount of funding is informed by the financial modeling for the Land Conservation Initiative Advisory Group and the anticipated pace of acquisition between 2020 and 2025.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

The Land Conservation Initiative was officially approved in 2018.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The Land Conservation Initiative includes a significant equity component, providing match-free acquisition funding for projects that address open space inequities based on defined criteria.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:BALLFIELD TURF REPLACE 1137280

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:BALLFIELD TURF REPLACE |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $45,000 | $50,000 | $100,000 | $0 | $195,000 |
| **2 Preliminary Design** | $65,000 | $110,000 | $220,000 | $0 | $395,000 |
| **3 Final Design** | $150,000 | $250,000 | $490,000 | $0 | $890,000 |
| **4 Implementation** | $0 | $980,000 | $7,500,000 | $2,400,000 | $10,880,000 |
| **5 Closeout** | $0 | $20,000 | $90,000 | $30,000 | $140,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$260,000** | **$1,410,000** | **$8,400,000** | **$2,430,000** | **$12,500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $1,410,000 | $6,801,384 | $3,400,692 | $11,612,076 |
| **Total Revenue** | **$1,410,000** | **$6,801,384** | **$3,400,692** | **$11,612,076** |

### EXPENSE PKS M:BALLFIELD TURF REPLACE 1137280

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $4,611 | $88,000 | $100,000 | $0 | $192,611 |
| **2 Prelim Design** | $0 | $0 | $175,000 | $220,000 | $0 | $395,000 |
| **3 Final Design** | $0 | $0 | $400,000 | $490,000 | $0 | $890,000 |
| **4 Implementation** | $0 | $0 | $980,000 | $7,500,000 | $2,400,000 | $10,880,000 |
| **5 Closeout** | $0 | $0 | $20,000 | $90,000 | $30,000 | $140,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$4,611** | **$1,663,000** | **$8,400,000** | **$2,430,000** | **$12,497,611** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $192,611 | $2,389 | $45,000 | $4,611 |
| 2 Preliminary Design | $0 | $395,000 | $0 | $65,000 | $0 |
| 3 Final Design | $0 | $890,000 | $0 | $150,000 | $0 |
| 4 Implementation | $0 | $10,880,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $140,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$12,497,611** | **$2,389** | **$260,000** | **$4,611** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $40,389 | $50,000 | $88,000 | $2,389 |
| 2 Preliminary Design | $65,000 | $110,000 | $175,000 | $0 |
| 3 Final Design | $150,000 | $250,000 | $400,000 | $0 |
| 4 Implementation | $0 | $980,000 | $980,000 | $0 |
| 5 Closeout | $0 | $20,000 | $20,000 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$255,389** | **$1,410,000** | **$1,663,000** | **$2,389** |

## NARRATIVES

PKS M:BALLFIELD TURF REPLACE 1137280

### Current Scope

Ballfield Turf Replacement Program – This is a maintenance program to address replacement of existing aging synthetic turf athletic fields throughout the King County Parks system at the end of its useful life cycle. The scope of work includes, but is not limited to priority ballfield projects which may include one or more of the following future construction activities (when funds are requested and appropriated): replacement of synthetic turf, drainage repair, subgrade/drainage repair, minor access asphalt resurfacing and ADA accessibility improvements.

### 1. PROJECT SCOPE

Ballfield Turf Replacement Program – This is a maintenance program to address replacement of existing aging synthetic turf athletic fields throughout the King County Parks system at the end of its useful life cycle. The scope of work includes, but is not limited to priority ballfield projects which may include one or more of the following future construction activities (when funds are requested and appropriated): replacement of synthetic turf, drainage repair, subgrade/drainage repair, minor access asphalt resurfacing and ADA accessibility improvements.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Synthetic turf athletic fields are an essential asset to the Parks Division. They are identified in the current Parks Levy as essential facilities and they require continued investment in order to ensure availability to the community. Parks has many ongoing operational requirements needed to keep the facilities open and usable by constituents. A critical necessity of keeping parks open is to ensure that capital assets are in safe operating order. Emergent capital or major maintenance repair needs occur weekly that must be undertaken and completed in an accelerated manner in order to keep facilities open. Safety is of paramount concern given the volume of users in the Parks System and having adequate funding to respond is an essential part of operating a parks system.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:BALLFIELD TURF REPLACE 1137280

## 4. PROJECT BENEFITS/OUTCOMES

A safe and open Park System with usable capital assets is the primary benefit and outcome of this program. Keeping parks capital investments and assets safe and open is a requirement for continued operation of any facility. An unfunded program, reductions in funding, or non-action alternative will generally result in a worsening of any known or unknown deteriorating conditions, which may impact the Parks Division's ability to stay open and to fulfill its mission. Delays in addressing these conditions may result in additional costs or closure of various park assets or entire facilities.

## 5. BUDGET REQUEST BASIS

The planned asset improvement projects funded by this 2021-2022 appropriation include, a contribution towards planning, design and implementation to replace synthetic turf fields and minor drainage repair at Preston Practice fields, and beginning planning and design to replace synthetic turf fields at Ravensdale Field 1 & 2. Budget is based on Planning Level Engineer's Estimate, past experience and costs associated with past contracts for design, engineering, and construction.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

Ongoing projects/program are at various phases.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Investments in King County’s Park and Trail Systems have positive impacts on determinants of equity such as access to parks, trails, and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard Platinum will be targeted where applicable. Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** PKS M:BALLFIELD TURF REPLACE 1137280

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:BCKCNTRY TRAIL REHAB 1137281

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:BCKCNTRY TRAIL REHAB |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $24,300 | $0 | $0 | $24,300 |
| **2 Preliminary Design** | $0 | $50,000 | $0 | $0 | $50,000 |
| **3 Final Design** | $0 | $50,000 | $0 | $0 | $50,000 |
| **4 Implementation** | $400,000 | $988,881 | $0 | $0 | $1,388,881 |
| **5 Closeout** | $0 | $10,000 | $0 | $0 | $10,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$400,000** | **$1,123,181** | **$0** | **$0** | **$1,523,181** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $1,123,181 | $2,672,942 | $1,336,471 | $5,132,594 |
| **Total Revenue** | **$1,123,181** | **$2,672,942** | **$1,336,471** | **$5,132,594** |

### EXPENSE PKS M:BCKCNTRY TRAIL REHAB 1137281

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $45,000 | $24,800 | $0 | $0 | $69,800 |
| **2 Prelim Design** | $0 | $50,181 | $50,000 | $0 | $0 | $100,181 |
| **3 Final Design** | $0 | $75,000 | $50,000 | $0 | $0 | $125,000 |
| **4 Implementation** | $0 | $157,000 | $879,000 | $0 | $0 | $1,036,000 |
| **5 Closeout** | $0 | $0 | $10,500 | $0 | $0 | $10,500 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$327,181** | **$1,014,300** | **$0** | **$0** | **$1,341,481** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $69,800 | $0 | $0 | $45,000 |
| 2 Preliminary Design | $0 | $100,181 | $0 | $0 | $50,181 |
| 3 Final Design | $0 | $125,000 | $0 | $0 | $75,000 |
| 4 Implementation | $0 | $1,036,000 | $0 | $400,000 | $157,000 |
| 5 Closeout | $0 | $10,500 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,341,481** | **$0** | **$400,000** | **$327,181** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($45,000) | $24,300 | $24,800 | ($45,500) |
| 2 Preliminary Design | ($50,181) | $50,000 | $50,000 | ($50,181) |
| 3 Final Design | ($75,000) | $50,000 | $50,000 | ($75,000) |
| 4 Implementation | $243,000 | $988,881 | $879,000 | $352,881 |
| 5 Closeout | $0 | $10,000 | $10,500 | ($500) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$72,819** | **$1,123,181** | **$1,014,300** | **$181,700** |

## NARRATIVES

PKS M:BCKCNTRY TRAIL REHAB 1137281

### Current Scope

Backcountry Trail Rehabilitation - This program addresses priority rehabilitation, major repair and safety needs for King County Parks system of backcountry trails. The 2020 appropriation request will fund a program manager to conduct program planning and prioritization for the work to be done in 2021-2025.

### 1. PROJECT SCOPE

Backcountry Trail Rehabilitation - This program addresses priority rehabilitation, major repair and safety needs for King County Parks system of backcountry trails. The 2020 appropriation request will fund a program manager to conduct program planning and prioritization for the work to be done in 2021-2025.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Rehabilitation of the backcountry trail system is a commitment in the 2020-2025 Parks Levy. Backcountry trails are typically built within natural areas for passive uses such as hiking, equestrian, or biking. These trails differentiate from the regional trail network in that they are nor more than three to four feet wide, are designed to take advantage of the natural terrain, and are typically constructed from native materials.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan and improves trails to level II USFS standards.

### 5. BUDGET REQUEST BASIS

This budget request will fund one position, one vehicle, the purchase and improved GPS equipment, and trail construction material to improve drainage, tread and structures. Ongoing work throughout the County will improve trail condition and signage in backcountry parks.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:BCKCNTRY TRAIL REHAB 1137281

## 6. FUNDING AND REVENUE DISCUSSION

$150,000 of this budget will be dedicated as a grant match to construct 3 backcountry trail bridges.

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

Field level assessments for trail needs conducted based on overall backcountry trail work plans.Staff currently field verifying projects, prioritizing and beginning initial scoping and design priority projects.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:PUBLIC TRL PASS THRU 1137294

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5, 6 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:PUBLIC TRL PASS THRU |
| **Substantial Completion** | 12/31/2025 |
| **Location** | Multiple Sites |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $150,000 | $0 | $150,000 | $300,000 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $642,675 | $816,330 | $2,986,670 | $7,500,000 | $11,945,675 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$642,675** | **$966,330** | **$2,986,670** | **$7,650,000** | **$12,245,675** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $966,330 | $7,122,477 | $3,561,223 | $11,650,030 |
| **Total Revenue** | **$966,330** | **$7,122,477** | **$3,561,223** | **$11,650,030** |

### EXPENSE PKS M:PUBLIC TRL PASS THRU 1137294

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $150,000 | $0 | $150,000 | $300,000 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $1,459,005 | $2,986,670 | $7,500,000 | $11,945,675 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,609,005** | **$2,986,670** | **$7,650,000** | **$12,245,675** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $300,000 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $11,303,000 | $0 | $642,675 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,603,000** | **$0** | **$642,675** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $150,000 | $150,000 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $642,675 | $816,330 | $1,459,005 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$642,675** | **$966,330** | **$1,609,005** | **$0** |

## NARRATIVES

PKS M:PUBLIC TRL PASS THRU 1137294

### Current Scope

Other Regional and Public Trail - This program accumulates Parks Levy funding in order to work with city partners in support of developing regional and public trails within city limits. The four projects are Interurban Trail to Burke-Gilman Connector - $7,500,000, Kirkland Green Loop Trail - $2,500,000, Green River Trail Missing Link - $1,500,000, and Interurban Trail Connection– Milton - $150,000.

### 1. PROJECT SCOPE

Other Regional and Public Trail - This program accumulates Parks Levy funding in order to work with city partners in support of developing regional and public trails within city limits. The four projects are Interurban Trail to Burke-Gilman Connector - $7,500,000, Kirkland Green Loop Trail - $2,500,000, Green River Trail Missing Link - $1,500,000, and Interurban Trail Connection– Milton - $150,000.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Adopted King County Motion 15378 includes up to four projects that is either intended to be allocated to city partners or could be completed in close collaboration with the city.

### 4. PROJECT BENEFITS/OUTCOMES

This project will improve access to the Regional Trail System and reduce the gaps in non-motorized connectivity.The overall regional trail network is strengthened by partnering with cities to complete regional and public trails within cities.

### 5. BUDGET REQUEST BASIS

This funding includes an $816,330 transfer to the City of Kent for the Green River Trail Missing Link implementation. It also includes $150,000 for the City of Kirkland to begin planning activities for the Kirkland Green Loop Trail. Other city partners are at different points in the project schedules.

**NARRATIVES** PKS M:PUBLIC TRL PASS THRU 1137294

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

The trail projects listed above are within city limits and are managed by city partners. This contribution is not anticipated to have operational impacts to King County Parks.

## 8. PROJECT STATUS

New - In order to receive park levy funds for eligible projects, the city partners will be required to enter into contracts with King County. In 2020, Parks staff will work with city representatives and county council district offices to determine project scope and schedule as part of the contract agreement.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Parks staff will work with city representatives and county council district offices to determine project scope and schedule as part of the contract agreement.

## 11. ART ELIGIBILITY

Grant program

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:POOLS CAPITAL GRANT 1137314

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:POOLS CAPITAL GRANT |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,090,750 | $12,780,612 | $15,656,000 | $11,597,250 | $41,124,612 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,090,750** | **$12,780,612** | **$15,656,000** | **$11,597,250** | **$41,124,612** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $12,780,612 | $13,014,667 | $7,074,333 | $32,869,612 |
| **Total Revenue** | **$12,780,612** | **$13,014,667** | **$7,074,333** | **$32,869,612** |

### EXPENSE PKS M:POOLS CAPITAL GRANT 1137314

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $50,000 | $400,000 | $400,000 | $200,000 | $1,050,000 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $13,288,350 | $15,256,000 | $11,397,250 | $39,941,600 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$50,000** | **$13,688,350** | **$15,656,000** | **$11,597,250** | **$40,991,600** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,050,000 | $15,644 | $0 | $50,000 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $39,941,600 | $0 | $1,090,750 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$40,991,600** | **$15,644** | **$1,090,750** | **$50,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($50,000) | $0 | $400,000 | ($450,000) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,090,750 | $12,780,612 | $13,288,350 | $583,012 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,040,750** | **$12,780,612** | **$13,688,350** | **$133,012** |

## NARRATIVES

PKS M:POOLS CAPITAL GRANT 1137314

### Current Scope

Pools Capital Grant - The Public Pools Capital Grant Program provides funding opportunities for projects necessary to the operation and construction of new or existing aquatic centers in King County in order to preserve or increase public access.

### 1. PROJECT SCOPE

Pools Capital Grant - The Public Pools Capital Grant Program provides funding opportunities for projects necessary to the operation and construction of new or existing aquatic centers in King County in order to preserve or increase public access.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

For more than 50 years, King County communities have built public pools and aquatic centers to improve access for residents to recreation, competition, and education opportunities. This grant program is intended to assist communities across all King County as our region grows and existing facilities become obsolete or reach capacity.

### 4. PROJECT BENEFITS/OUTCOMES

Parks levy funding for the Public Pools Capital Grant Program is intended to preserve or increase public access to aquatic centers in King County.

### 5. BUDGET REQUEST BASIS

Total funding for this program includes this capital project plus capital improvements to the King County Aquatic Center (capital project 1121497). The 2020 supplemental amount provided initial funding for this new grant program. Funding in the 2021-2022 biennium is allocated according to Levy Ordinance 18890.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:POOLS CAPITAL GRANT 1137314

## 6. FUNDING AND REVENUE DISCUSSION

Funding for this program is specific in Attachment D of Motion 15378 as well as in Ordinance 18890, stating "Up to forty-four million dollars to publicly owned pools for: capital improvement projects, including planning, feasibility studies, preconstruction and design, construction; and major maintenance repair or replacement projects."

## 7. OPERATING BUDGET AND OTHER IMPACTS

All grant awards should make clear that King County assumes no role or funding obligation for the ongoing operations, maintenance, or completion of aquatic facilities. Staff from King County Parks will charge to this project in order to administer the grant program.

## 8. PROJECT STATUS

Waiting for Council's legislation review.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Grant program

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:OPEN SPACE RIVR CORR GRN 1137315

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:OPEN SPACE RIVR CORR GRN |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,695,375 | $7,396,984 | $7,575,000 | $5,154,625 | $21,821,984 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,695,375** | **$7,396,984** | **$7,575,000** | **$5,154,625** | **$21,821,984** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $7,396,984 | $7,333,000 | $4,553,000 | $19,282,984 |
| **Total Revenue** | **$7,396,984** | **$7,333,000** | **$4,553,000** | **$19,282,984** |

### EXPENSE PKS M:OPEN SPACE RIVR CORR GRN 1137315

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $50,000 | $400,000 | $400,000 | $200,000 | $1,050,000 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $7,375,000 | $7,375,000 | $5,957,600 | $20,707,600 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$50,000** | **$7,775,000** | **$7,775,000** | **$6,157,600** | **$21,757,600** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,050,000 | $20,322 | $0 | $50,000 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $20,707,600 | $0 | $1,695,375 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$21,757,600** | **$20,322** | **$1,695,375** | **$50,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($50,000) | $0 | $400,000 | ($450,000) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,695,375 | $7,396,984 | $7,375,000 | $1,717,359 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,645,375** | **$7,396,984** | **$7,775,000** | **$1,267,359** |

## NARRATIVES

PKS M:OPEN SPACE RIVR CORR GRN 1137315

### Current Scope

Open Space River Corridors Grant - The Open Space River Corridors Grant Program provides funding opportunities for land acquisition, capital projects, and programming as elements of flood hazard reduction.

### 1. PROJECT SCOPE

Open Space River Corridors Grant - The Open Space River Corridors Grant Program provides funding opportunities for land acquisition, capital projects, and programming as elements of flood hazard reduction.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This is a grant program designed to provide funding for habitat restoration, open space and recreation in river corridors.The purpose is to incentivize projects that will integrate multiple attributes of projects inside river corridors such as flood control, habitat, passive recreation, and trails.

### 4. PROJECT BENEFITS/OUTCOMES

Parks levy funding for the Open Space River Corridors Grant Program is intended to reach areas with the greatest need for habitat restoratior and/or recreation within river corridors in King County.

### 5. BUDGET REQUEST BASIS

The 2020 supplemental amount provided initial funding for this new grant program. Funding in the 2021-2022 biennium is allocated basing per Levy ordinance and will support projects that reduce flood risk, restore habitat and open space, and enhance critical lands adjacent to rivers.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:OPEN SPACE RIVR CORR GRN 1137315

## 6. FUNDING AND REVENUE DISCUSSION

Funding for this program is specific in Attachment E of Motion 15378 as well as in Ordinance 18890, stating "Up to twenty-two million dollars to habitat restoration, open space acquisition or recreational opportunities, or any combination thereof, associated with integrated floodplain management capital improvement projects and to outreach and education related to the benefits of integrated floodplain management projects."

## 7. OPERATING BUDGET AND OTHER IMPACTS

Staff from King County Parks will charge to this project in order to administer the grant program.

## 8. PROJECT STATUS

Waiting for Council's legislation review.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Grant program

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands_x000D_.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:CITY CAPTL OPEN SPC GRNT 1137316

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:CITY CAPTL OPEN SPC GRNT |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,780,000 | $7,537,793 | $8,600,000 | $5,020,000 | $23,937,793 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,780,000** | **$7,537,793** | **$8,600,000** | **$5,020,000** | **$23,937,793** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $7,537,793 | $8,238,000 | $4,406,000 | $20,181,793 |
| **Total Revenue** | **$7,537,793** | **$8,238,000** | **$4,406,000** | **$20,181,793** |

### EXPENSE PKS M:CITY CAPTL OPEN SPC GRNT 1137316

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $50,000 | $400,000 | $400,000 | $200,000 | $1,050,000 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $8,000,000 | $8,000,000 | $6,822,200 | $22,822,200 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$50,000** | **$8,400,000** | **$8,400,000** | **$7,022,200** | **$23,872,200** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,050,000 | $37,544 | $0 | $50,000 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $22,822,200 | $0 | $2,780,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$23,872,200** | **$37,544** | **$2,780,000** | **$50,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($50,000) | $0 | $400,000 | ($450,000) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $2,780,000 | $7,537,793 | $8,000,000 | $2,317,793 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,730,000** | **$7,537,793** | **$8,400,000** | **$1,867,793** |

## NARRATIVES

PKS M:CITY CAPTL OPEN SPC GRNT 1137316

### Current Scope

City Capital Open Space Grant - The Cities Capital and Acquisition Grant Program provides funding opportunities for King County cities, towns, and metropolitan park districts to acquire land or under take capital projects in parks or recreational facilities.

### 1. PROJECT SCOPE

City Capital Open Space Grant - The Cities Capital and Acquisition Grant Program provides funding opportunities for King County cities, towns, and metropolitan park districts to acquire land or under take capital projects in parks or recreational facilities.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Parks levy funding for the Cities Grant Program is intended to preserve or increase public access to parks and recreational infrastructure in King County.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

The 2020 supplemental amount provided initial funding for this new grant program. New 2021-2022 funding will support a broad range of land protection and outdoor recreation through grants.

### 6. FUNDING AND REVENUE DISCUSSION

Funding for this program is specific in Attachment A of Motion 15378 as well as in Ordinance 18890, stating that a portion of the 47% of remaining levy proceeds shall be used for "capital improvement projects and major maintenance repair or replacement of parks or recreation infrastructure in metropolitan park districts, towns or cities."

# Capital Appropriation Proposal



**NARRATIVES** PKS M:CITY CAPTL OPEN SPC GRNT 1137316

## 7. OPERATING BUDGET AND OTHER IMPACTS

Staff from King County Parks will charge to this project in order to administer the grant program.

## 8. PROJECT STATUS

Waiting for Council's legislation review.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Grant program

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project furthers goals of the King County Strategic Climate Action Plan (SCAP), by protecting forested lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:COMMUNITY PARTNSHP GRNT 1137317

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:COMMUNITY PARTNSHP GRNT |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,412,000 | $2,885,467 | $0 | $0 | $4,297,467 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,412,000** | **$2,885,467** | **$0** | **$0** | **$4,297,467** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $2,885,467 | $3,154,000 | $1,687,000 | $7,726,467 |
| **Total Revenue** | **$2,885,467** | **$3,154,000** | **$1,687,000** | **$7,726,467** |

### EXPENSE PKS M:COMMUNITY PARTNSHP GRNT 1137317

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $750,000 | $3,042,000 | $0 | $0 | $3,792,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$750,000** | **$3,042,000** | **$0** | **$0** | **$3,792,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $22,086 | $69,537 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,792,000 | $120,000 | $1,412,000 | $750,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,814,086** | **$189,537** | **$1,412,000** | **$750,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $662,000 | $2,885,467 | $3,042,000 | $505,467 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$662,000** | **$2,885,467** | **$3,042,000** | **$505,467** |

## NARRATIVES

PKS M:COMMUNITY PARTNSHP GRNT 1137317

### Current Scope

Community Partnerships and Grants - The Community Partnerships and Grants (CPG) Program provides funding for strategic partnerships that result in the development of new regional recreation facilities. The 2020-2025 King County Parks, Recreation, Trails, and Open Space Levy allows community based organizations to plan, design, permit, and construct recreation facilities on King County land or within a King County town or city for public benefit. This appropriation will fund those grants and staff to continue management of the program. CPG is an ongoing program starting in 2003. The CPG program funded by the prior Levy is a capital project #1044595.

### 1. PROJECT SCOPE

Community Partnerships and Grants - The Community Partnerships and Grants (CPG) Program provides funding for strategic partnerships that result in the development of new regional recreation facilities. The 2020-2025 King County Parks, Recreation, Trails, and Open Space Levy allows community based organizations to plan, design, permit, and construct recreation facilities on King County land or within a King County town or city for public benefit. This appropriation will fund those grants and staff to continue management of the program. CPG is an ongoing program starting in 2003. The CPG program funded by the prior Levy is a capital project #1044595.

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** PKS M:COMMUNITY PARTNSHP GRNT 1137317

## 3. PROJECT JUSTIFICATION

The County's Community Partnerships and Grants (CPG) program was created in response to fiscal pressure, as a way to partner with local sports and community groups to develop and maintain parks and recreation facilities in County parks.Without this creative approach, many underserved communities would not have access to new recreation amenities.
The CPG Program has 3 goals:
o Address unmet regional/rural public parks, sports, and recreation facility needs by creating new or enhanced facilities while minimizing the impact on tax funded operations and maintenance costs.
o Empower user groups, sports associations, and other community-based organizations to leverage their commitment, passion, and resources into new long-term, high quality, self-sustaining King County parks, sports, and recreation facilities.
o Develop a region-wide network of partners consisting of user groups, sports organizations, and residents, in general, whose success is interconnected with the political, financial, and operational success of the County parks, sports, and recreation system.

## 4. PROJECT BENEFITS/OUTCOMES

It will fund many regional recreation facilities through community partnership.

## 5. BUDGET REQUEST BASIS

The amount requested continues the annual funding for the program, adjusted for inflation. Prior levy terms funded this program across several funding sources, the 2020-2025 levy term assumes the program is entirely capital Parks Levy dollars.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

NA

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Grant program

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County's park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods.These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Programmatic Sustainable Scorecard targeting Platinum. Parks seeks to minimize its impact on the environment, and by facilitating access to nature, hopes to educate the community of the need to protect open space for future generations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** PKS M:COMMUNITY PARTNSHP GRNT 1137317

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS ELST RDMOND LIGHT RAIL EXT 1139077

Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | Connects to Bear Creek and Redmond Central Connector Trails |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $5,380,000 | $0 | $0 | $5,380,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$5,380,000** | **$0** | **$0** | **$5,380,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $53,267 | $0 | $0 | $53,267 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $3,880,000 | $80,000 | $40,000 | $4,000,000 |
| **36999 - OTHER MISC REVENUE** | $1,500,000 | $0 | $0 | $1,500,000 |
| **Total Revenue** | **$5,380,000** | **$80,000** | **$40,000** | **$5,500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS ELST RDMOND LIGHT RAIL EXT 1139077

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $4,000,000 | $1,380,000 | $0 | $5,380,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$4,000,000** | **$1,380,000** | **$0** | **$5,380,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,380,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,380,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,380,000 | $4,000,000 | $1,380,000 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,380,000** | **$4,000,000** | **$1,380,000** |

**NARRATIVES** PKS ELST RDMOND LIGHT RAIL EXT 1139077

## Current Scope

East Lake Sammamish Trail (ELST), Redmond Light Rail Extension - This is the extension of the ELST through the SR 520/202 Interchange into Downtown Redmond and connects with the Redmond Central Connector and Bear Creek Trails. This has also been called the ELST North Extension. Project will be constructed by Sound Transit's (ST) Downtown Redmond Link Extension Design-Build firm, SWK. Funds are transferred directly to ST via invoices. ST has taken over lead agency status and will administer the $2.3M TAP Grant which was awarded to King County Parks for the ELST North Extension. City of Redmond will also be contributing $40k for design of this project and will pay that money directly to Sound Transit. Trail project is approximately 1/3 mile long and includes a new bridge over Bear Creek and pedestrian underpasses of the SR520 on and off-ramps.

# Capital Appropriation Proposal



**NARRATIVES** PKS ELST RDMOND LIGHT RAIL EXT 1139077

## 1. PROJECT SCOPE

East Lake Sammamish Trail (ELST), Redmond Light Rail Extension - This is the extension of the ELST through the SR 520/202 Interchange into Downtown Redmond and connects with the Redmond Central Connector and Bear Creek Trails. This has also been called the ELST North Extension. Project will be constructed by Sound Transit's (ST) Downtown Redmond Link Extension Design-Build firm, SWK. Funds are transferred directly to ST via invoices. ST has taken over lead agency status and will administer the $2.3M TAP Grant which was awarded to King County Parks for the ELST North Extension. City of Redmond will also be contributing $40k for design of this project and will pay that money directly to Sound Transit. Trail project is approximately 1/3 mile long and includes a new bridge over Bear Creek and pedestrian underpasses of the SR520 on and off-ramps.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Sound Transit is reconstructing the SR 520/202 Interchange, through which the ELST Corridor passes through, in order to construct the lightrail guideway through this interchange.Partnering with Sound Transit to have the ELST North Extension constructed concurrently with the light rail guideway provides significant cost savings to King County when compared to pursuing this as a stand-alone project.

## 4. PROJECT BENEFITS/OUTCOMES

The ELST North Extension provides a new direct non-motorized connection between Downtown Redmond and the redeveloping Marymoor Village neighborhood, nearby Marymoor Park, and other communities along the East Lake Sammamish Trail corridor to the south.

## 5. BUDGET REQUEST BASIS

The budget for this project was determined via ST consultant prepared cost estimates and will be transferred directly to ST to complete the agreed upon work at the interchange. King County Parks reviewed and approved this estimate which formed the basis of the agreement between the parties.

## 6. FUNDING AND REVENUE DISCUSSION

This project is paid for with $3.88M of New Parks Levy funds and $1.5M from the sale of easements to Sound Transit within the ELST Corridor.

In addition, 2,318,683 will be provided via a TAP Grant that King County received for this project and a$40k contribution from the City of Redmond. These two funding sources will be administered through Sound Transit and not pass through King County.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

New. Preliminary efforts for this project were funded out of subproject 1136671 in the mobility connections.

## 9. ALTERNATIVES ANALYSIS

Project alignment and scope were determined in conjunction with Sound Transit during preliminary design of their overall project.Other alternatives for constructing a trail within the ELST Corridor and through the highway interchange and over Bear Creek were not considered due to the significant cost increases these would have added.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit will be administering the design and construction.

## 11. ART ELIGIBILITY

**NARRATIVES** PKS ELST RDMOND LIGHT RAIL EXT 1139077

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County's park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods.These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

Specifically this project will improve non-motorized connectivity in Redmond and enhance access to nearby destinations for people without access to a car.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The ELST North Extension provides a new direct non-motorized connection between Downtown Redmond and the redeveloping Marymoor Village neighborhood, nearby Marymoor Park, and other communities along the East Lake Sammamish Trail corridor to the south. Providing this connection will enhance non-motorized access to destinations along this corridor, contribute to reduced SOV trips to these destinations and help lower greenhouse gas emissions.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS MM TRL WATER MAINT EXT 1139078

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2023 |
| **Location** | Marymoor Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $87,000 | $0 | $0 | $87,000 |
| **3 Final Design** | $0 | $275,000 | $0 | $0 | $275,000 |
| **4 Implementation** | $0 | $1,900,000 | $0 | $0 | $1,900,000 |
| **5 Closeout** | $0 | $8,000 | $0 | $0 | $8,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,270,000** | **$0** | **$0** | **$2,270,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $600,000 | $0 | $0 | $600,000 |
| **36999 - OTHER MISC REVENUE** | $1,580,000 | $0 | $0 | $1,580,000 |
| **39789 - CONTRIB REET #1** | $90,000 | $0 | $0 | $90,000 |
| **Total Revenue** | **$2,270,000** | **$0** | **$0** | **$2,270,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS MM TRL WATER MAINT EXT 1139078

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $87,000 | $0 | $0 | $87,000 |
| 3 Final Design | $0 | $0 | $275,000 | $0 | $0 | $275,000 |
| 4 Implementation | $0 | $0 | $0 | $1,900,000 | $0 | $1,900,000 |
| 5 Closeout | $0 | $0 | $0 | $8,000 | $0 | $8,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$362,000** | **$1,908,000** | **$0** | **$2,270,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $87,000 | $0 | $0 | $0 |
| 3 Final Design | $0 | $275,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,900,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $8,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,270,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $87,000 | $87,000 | $0 |
| 3 Final Design | $0 | $275,000 | $275,000 | $0 |
| 4 Implementation | $0 | $1,900,000 | $0 | $1,900,000 |
| 5 Closeout | $0 | $8,000 | $0 | $8,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,270,000** | **$362,000** | **$1,908,000** |

**NARRATIVES** PKS MM TRL WATER MAINT EXT 1139078

## Current Scope

Marymoor Trail, Water Maintenance Extension - This project includes the planning, design, permitting, and construction of a connector trail between the new SE Redmond Light Rail Station and the Marymoor Connector Trail. The trail will include pedestrian scale lighting, plantings, basic trail amenities (i.e. signage, benches) and a gateway plaza. The project also includes the design and construction of a 12-inch diameter waterline extension from a new connection point at NE 67th St.

## 1. PROJECT SCOPE

Marymoor Trail, Water Maintenance Extension - This project includes the planning, design, permitting, and construction of a connector trail between the new SE Redmond Light Rail Station and the Marymoor Connector Trail. The trail will include pedestrian scale lighting, plantings, basic trail amenities (i.e. signage, benches) and a gateway plaza. The project also includes the design and construction of a 12-inch diameter waterline extension from a new connection point at NE 67th St.

# Capital Appropriation Proposal



**NARRATIVES** PKS MM TRL WATER MAINT EXT 1139078

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The construction of the SE Redmond Light Rail Station at the northeast corner of Marymoor Park and the redevelopment of downtown Redmond including "Marymoor Village" will bring an increase in park and trail users into Marymoor. This trail will serve as a northern gateway into the Park and create a needed link within the Regional Trail network. Marymoor Park does not have sufficient water supply to meet current demands.This water main extension will provide sufficient water service to meet current and future needs within the Park.

## 4. PROJECT BENEFITS/OUTCOMES

The trail construction will welcome users to Marymoor, guide them to their intended destination, and increase Park access via public transit. The trail will safely manage different trail use needs by providing lighting and segregating bicyclists and pedestrians south of the plaza.

## 5. BUDGET REQUEST BASIS

This request will fund the Marymoor trail redevelopment in the northeast corner of the park, and a water main extension to meet current and future needs. Project estimate was created using Master Estimate Form at planning stage. Trail Construction cost was developed as a result of negotiations with Sound Transit (ST). ST is a funding partner and will be reimbursing King County for $750,000 of this request for this project at milestones defined in the Memorandum of Understanding between King County and Sound Transit. Proceeds from the sale of Marymoor property associated with ST Light Rail development are also intended to be used to fund this project.

## 6. FUNDING AND REVENUE DISCUSSION

Per the MOU between Sound Transit and King County, King County will be reimbursed according to the following payment schedule:
Payment 1: 20% ($150,000) upon completion of environmental review (SEPA)
Payment 2: 35% ($262,500) at NTP (only if environmental review (SEPA) is complete)
Payment 3: 35% ($262,500) at 50% completion (only if environmental review (SEPA) is complete
Payment 4: 10% ($75,000) at 100% completion

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

New. Conceptual design for the Trail has been completed and coordination with Sound Transit and the City of Redmond has been initiated. The design of the trail will advance in 2020 along with the development of Sound Transit's LINK Light Rail Project.

## 9. ALTERNATIVES ANALYSIS

An Alternatives Analysis has not yet been performed.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit as a funding partner.

## 11. ART ELIGIBILITY

Underground work

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

**NARRATIVES** PKS MM TRL WATER MAINT EXT 1139078

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations. This project will pursue Platinum certification under the County's Sustainable Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS WAYNE GOLF TRL CNNTOR IMRV 1139080

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2025 |
| **Location** | Wayne Golf Course to Blyth Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 06/01/21 - 12/31/21 | $0 | $252,500 | $0 | $0 | $252,500 |
| **2 Preliminary Design** 01/01/22 - 09/30/22 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 10/01/22 - 06/30/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/01/23 - 12/31/23 | $0 | $0 | $1,747,500 | $0 | $1,747,500 |
| **5 Closeout** 01/01/24 - 06/20/24 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$252,500** | **$1,747,500** | **$0** | **$2,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $2,500 | $0 | $0 | $2,500 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $252,500 | $1,165,000 | $582,500 | $2,000,000 |
| **Total Revenue** | **$252,500** | **$1,165,000** | **$582,500** | **$2,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS WAYNE GOLF TRL CNNTOR IMRV 1139080

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $40,000 | $0 | $0 | $40,000 |
| 2 Prelim Design | $0 | $0 | $150,000 | $0 | $0 | $150,000 |
| 3 Final Design | $0 | $0 | $62,500 | $0 | $0 | $62,500 |
| 4 Implementation | $0 | $0 | $0 | $1,500,000 | $0 | $1,500,000 |
| 5 Closeout | $0 | $0 | $0 | $247,500 | $0 | $247,500 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$252,500** | **$1,747,500** | **$0** | **$2,000,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $40,000 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $150,000 | $0 | $0 | $0 |
| 3 Final Design | $0 | $62,500 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,500,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $247,500 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $252,500 | $40,000 | $212,500 |
| 2 Preliminary Design | $0 | $0 | $150,000 | ($150,000) |
| 3 Final Design | $0 | $0 | $62,500 | ($62,500) |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$252,500** | **$252,500** | **$0** |

**NARRATIVES** PKS WAYNE GOLF TRL CNNTOR IMRV 1139080

## Current Scope

Wayne Golf Course Trail Connector Improvements - This program will fund feasibility, design and construction of a gravel pathway through the Wayne Golf Course property, connecting the Burke Gilman Trail to Blythe Park in Bothell.

## 1. PROJECT SCOPE

Wayne Golf Course Trail Connector Improvements - This program will fund feasibility, design and construction of a gravel pathway through the Wayne Golf Course property, connecting the Burke Gilman Trail to Blythe Park in Bothell.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project was added to the levy proposal by Councilmember Dembowski.

# Capital Appropriation Proposal



**NARRATIVES** PKS WAYNE GOLF TRL CNNTOR IMRV 1139080

## 4. PROJECT BENEFITS/OUTCOMES

When complete this project will provide a pedestrian link Burke Gilman Trail to City of Bothell's Blythe Park.

## 5. BUDGET REQUEST BASIS

Funding in the upcoming biennium covers the planning, scope definition, estimating, and partial design costs for the trail. The budget for this project is based on a rough order magnitude planning level cost estimate.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. When the trail is completed in 2023 there will be additional maintenance and operations required for this new infrastructure.For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The project is prescriptive in terms of end points (Wayne Golf to Blyth Park). Applicable alternatives such as trail width, surfacing and alignment will be assessed during the planning and preliminary design phases.

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations. This project will pursue Platinum certification under the County’s Sustainable Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** PKS WAYNE GOLF TRL CNNTOR IMRV 1139080

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS DERBY CULVERT 1139081

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2021 |
| **Location** | Northshore Athletic Fields, 14735 NE 145th St |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $1,710,000 | $0 | $0 | $1,710,000 |
| **5 Closeout** | $0 | $50,000 | $0 | $0 | $50,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,760,000** | **$0** | **$0** | **$1,760,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39776 - CONTRIB REET #2** | $1,250,000 | $0 | $0 | $1,250,000 |
| **39789 - CONTRIB REET #1** | $510,000 | $0 | $0 | $510,000 |
| **Total Revenue** | **$1,760,000** | **$0** | **$0** | **$1,760,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS DERBY CULVERT 1139081

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,710,000 | $0 | $0 | $1,710,000 |
| 5 Closeout | $0 | $0 | $50,000 | $0 | $0 | $50,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,760,000** | **$0** | **$0** | **$1,760,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,710,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $50,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,760,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,710,000 | $1,710,000 | $0 |
| 5 Closeout | $0 | $50,000 | $50,000 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,760,000** | **$1,760,000** | **$0** |

**NARRATIVES** PKS DERBY CULVERT 1139081

## Current Scope

Derby Culvert - Replace two fish impassable culverts and reconstruct 800 linear feet of channel in Derby Creek near the confluence of the Sammamish River. Other improvements include planting approximately 1 acre of native vegetation and constructing a gravel bar for juvenile salmon refuge at the confluence of the Derby Creek with the Sammamish River. This is a Clean Water Healthy Habitat project.

## 1. PROJECT SCOPE

Derby Culvert - Replace two fish impassable culverts and reconstruct 800 linear feet of channel in Derby Creek near the confluence of the Sammamish River. Other improvements include planting approximately 1 acre of native vegetation and constructing a gravel bar for juvenile salmon refuge at the confluence of the Derby Creek with the Sammamish River. This is a Clean Water Healthy Habitat project.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** PKS DERBY CULVERT 1139081

## 3. PROJECT JUSTIFICATION

This project is needed to reduce seasonal flooding at the Northshore Athletic Fields and restore salmon habitat.The project is #N342 in the 2005 WRIA 8 Chinook Salmon Conservation Plan and Project #SR-7.2-RB in the 2017 10-Year Update.

## 4. PROJECT BENEFITS/OUTCOMES

The project should reduce the number of field closures due to flooding at the Northshore Athletic Fields.The project will also remove two fish-barriers, opening up approximately 1,600 linear feet of salmon habitat in Derby Creek and will restore approximately 1 acre of native vegetation along the stream channel lowering water temperatures, meeting several objectives of the Clean Water Healthy Habitat Initiative.

## 5. BUDGET REQUEST BASIS

The budget request is for construction of two fish impassable culverts and is based on the Professional Engineer's Estimate of Probable Construction Cost at the time of advertisement.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

New. Prior funding was as an emerging maintenance subproject and was pursued at a program level for feasibility, planning, and design only. It also included some matching grant funding. Due to its increased cost and complexity this is now being pursued as a standalone project.

## 9. ALTERNATIVES ANALYSIS

Design alternatives were evaluated in the Project's Preliminary Design Report.Considerations when choosing the preferred alternative included, channel alignment, channel size, channel gradient, types of in-stream habitat features, crossing location under the Sammamish River Trail, and crossing structure type (e.g., culvert vs.bridge).

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations. This project will pursue Platinum certification under the County’s Sustainable Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** PKS DERBY CULVERT 1139081

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS MM WTR MTR CONNETION 1139083

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2023 |
| **Location** | Marymoor Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $50,000 | $0 | $0 | $50,000 |
| **4 Implementation** | $0 | $2,200,000 | $0 | $0 | $2,200,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,250,000** | **$0** | **$0** | **$2,250,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39789 - CONTRIB REET #1** | $2,250,000 | $0 | $0 | $2,250,000 |
| **Total Revenue** | **$2,250,000** | **$0** | **$0** | **$2,250,000** |

### EXPENSE PKS MM WTR MTR CONNETION 1139083

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $50,000 | $0 | $0 | $50,000 |
| **4 Implementation** | $0 | $0 | $2,200,000 | $0 | $0 | $2,200,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,250,000** | **$0** | **$0** | **$2,250,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $50,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,200,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,250,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $50,000 | $50,000 | $0 |
| 4 Implementation | $0 | $2,200,000 | $2,200,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,250,000** | **$2,250,000** | **$0** |

## NARRATIVES

PKS MM WTR MTR CONNETION 1139083

### Current Scope

Marymoor Water Meter Connection - Sound Transit will be designing and constructing a new watermain service into Marymoor as a part of the Downtown Redmond LINK Light Rail Station Project. The project includes approximately 450 linear feet of 12-inch watermain, a meter, and backflow preventer. The watermain connection is the result of a negotiated Betterment with Sound Transit. This project also includes the KC Staff time to review and comment on the design and the fees required by the City of Redmond for the new water service.

### 1. PROJECT SCOPE

Marymoor Water Meter Connection - Sound Transit will be designing and constructing a new watermain service into Marymoor as a part of the Downtown Redmond LINK Light Rail Station Project. The project includes approximately 450 linear feet of 12-inch watermain, a meter, and backflow preventer. The watermain connection is the result of a negotiated Betterment with Sound Transit. This project also includes the KC Staff time to review and comment on the design and the fees required by the City of Redmond for the new water service.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Marymoor Park does not have adequate water supply to meet its current and projected demands.This project will ensure the Park's ability to maintain existing services and irrigation needs while allowing for future capacity needs.

### 4. PROJECT BENEFITS/OUTCOMES

This project will provide reliable potable water to Marymoor and will allow the Park to achieve fire flows requirements in the future.

### 5. BUDGET REQUEST BASIS

The requested appropriation funds the fixed price King County will pay to Sound Transit for the delivery of the watermain. This price and the terms on which ST and King County will act are documented in the Construction Services Agreement executed in November of 2019. The Water Connection fee to the City of Redmond is based on consultation with the City of Redmond utility staff. The staff time was estimated based on ST's deliverable schedule and coordination meetings.

# Capital Appropriation Proposal



**NARRATIVES** PKS MM WTR MTR CONNETION 1139083

## 6. FUNDING AND REVENUE DISCUSSION

The watermain will be paid for in lump sum when construction is completed and the watermain is accepted by King County.The service connection charge will be paid at the time of permit approval from the City of Redmond or when the watermain is inspected and approved by the City.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

New.The Sound Transit project with the design of the watermain is at 60% as of June 2020.

## 9. ALTERNATIVES ANALYSIS

No Alternatives Analysis was performed for this project.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit will design and construct the watermain.

## 11. ART ELIGIBILITY

Not eligible because it is underground and not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations. This project will pursue Platinum certification under the County’s Sustainable Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS MM STORMWATER FACILITY 1139084

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/01/2023 |
| **Location** | Marymoor Park |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $420,000 | $0 | $0 | $420,000 |
| **4 Implementation** | $0 | $1,980,000 | $0 | $0 | $1,980,000 |
| **5 Closeout** | $0 | $10,000 | $0 | $0 | $10,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,410,000** | **$0** | **$0** | **$2,410,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $23,861 | $0 | $0 | $23,861 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | $2,100,000 | $0 | $0 | $2,100,000 |
| **39789 - CONTRIB REET #1** | $310,000 | $0 | $0 | $310,000 |
| **Total Revenue** | **$2,410,000** | **$0** | **$0** | **$2,410,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** PKS MM STORMWATER FACILITY 1139084

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $420,000 | $0 | $0 | $420,000 |
| 4 Implementation | $0 | $0 | $1,980,000 | $0 | $0 | $1,980,000 |
| 5 Closeout | $0 | $0 | $0 | $10,000 | $0 | $10,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,400,000** | **$10,000** | **$0** | **$2,410,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $420,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,980,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $10,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,410,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $420,000 | $420,000 | $0 |
| 4 Implementation | $0 | $1,980,000 | $1,980,000 | $0 |
| 5 Closeout | $0 | $10,000 | $0 | $10,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,410,000** | **$2,400,000** | **$10,000** |

**NARRATIVES** PKS MM STORMWATER FACILITY 1139084

## Current Scope

Marymoor Stormwater Facility - This project includes the planning, design, permitting, and construction of a stormwater treatment facility in Marymoor Park. The stormwater facility will treat a minimum of 1.9 acres of pollution generating impervious surfaces (existing paved surfaces within Marymoor).

## 1. PROJECT SCOPE

Marymoor Stormwater Facility - This project includes the planning, design, permitting, and construction of a stormwater treatment facility in Marymoor Park. The stormwater facility will treat a minimum of 1.9 acres of pollution generating impervious surfaces (existing paved surfaces within Marymoor).

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** PKS MM STORMWATER FACILITY 1139084

## 3. PROJECT JUSTIFICATION

This project is in line with King County's commitment to the environment and sustainability. The majority of Marymoor Park's impervious surfaces are currently untreated. This project will retrofit existing surfaces to improve water quality within Marymoor and within downstream water bodies including the Sammamish River.

## 4. PROJECT BENEFITS/OUTCOMES

This project will improve water quality within Marymoor and has the potential to have additional environmental and aesthetic benefits depending on the alternative selected.May also alleviate some drainage issues within the Park depending on the alternative selected.

## 5. BUDGET REQUEST BASIS

Sound Transit has agreed to pay the County a fixed fee amount of $2.1 million dollars to upgrade Marymoor Park facilities to meet current stormwater requirements as a part of their commitment to environmental stewardship and sustainability. Sound Transit will reimburse this project at four set milestones as described in a Construction Services Agreement between ST and KC. This request is to fund the project prior to the reimbursement and is based on preliminary construction costs which informed the negotiations with Sound Transit and a Master Estimate Form completed in Q2 2019. The remaining $310,000 will be funded by King County Parks.

## 6. FUNDING AND REVENUE DISCUSSION

ST will reimburse the County per the following schedule:
1.Payment 1: 20% ($420,000) upon completion of environmental review (SEPA)
2.Payment 2: 35% ($735,000) at NTP (only if environmental review (SEPA) is complete)
3.Payment 3: 35% ($735,000) at 50% completion (only if environmental review (SEPA) is complete)
4.Payment 4: 10% ($210,000) at 100% completion

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time.However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

As of Q2 2020, the project is in the Alternatives Analysis & Feasibility phase with the intent to select a preferred alternative in Q3 2020 and execute a consultant contract for the design and construction services by Q4 2020.

## 9. ALTERNATIVES ANALYSIS

The Alternatives Analysis is underway in Q2 2020.Three conceptual alternatives will be developed to verify feasibility, cost and benefit and the preferred alternative will be selected in Q3 2020.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit as a funding partner.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County’s park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations. This project will pursue Platinum certification under the County’s Sustainable Scorecard.

**NARRATIVES** PKS MM STORMWATER FACILITY 1139084

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS M:WTR ACCSS ACQ LK WASHGTN 1139085

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | PKS M:WTR ACCSS ACQ LK WASHGTN |
| **Substantial Completion** | 12/31/2021 |
| **Location** | 17345 & 17347 Beach Drive NE |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $2,374,400 | $0 | $0 | $2,374,400 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,374,400** | **$0** | **$0** | **$2,374,400** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $2,374,400 | $0 | $0 | $2,374,400 |
| **Total Revenue** | **$2,374,400** | **$0** | **$0** | **$2,374,400** |

### EXPENSE PKS M:WTR ACCSS ACQ LK WASHGTN 1139085

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $2,374,400 | $0 | $0 | $2,374,400 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,374,400** | **$0** | **$0** | **$2,374,400** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,374,400 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,374,400** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,374,400 | $2,374,400 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,374,400** | **$2,374,400** | **$0** |

## NARRATIVES

PKS M:WTR ACCSS ACQ LK WASHGTN 1139085

### Current Scope

Water access acquisition on Lake Washington - This project is to acquire properties located in proximity to the Burke-Gilman Trail for water access. With this funding, the City of Lake Forest Park will acquire nearly 2 acres of waterfront land located near the City's Town Center, Burke-Gilman Trail, and next door to Lyon Creek Waterfront Preserve.

### 1. PROJECT SCOPE

Water access acquisition on Lake Washington - This project is to acquire properties located in proximity to the Burke-Gilman Trail for water access. With this funding, the City of Lake Forest Park will acquire nearly 2 acres of waterfront land located near the City's Town Center, Burke-Gilman Trail, and next door to Lyon Creek Waterfront Preserve.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Public water access is a feature the City of Lake Forest Park currently lacks, and this project provides that access to residents and local community members. Lyon Creek Waterfront Preserve is located on the water, but does not allow for public water access, thus the City strives to acquire this rare opportunity.

### 4. PROJECT BENEFITS/OUTCOMES

This property satisfies the recommendations of the 2018 City of Lake Forest Park PROST Plan to increase the park acres to population ratio as well as address the resident's highest priority to secure park land with water access (Lake Washington).

### 5. BUDGET REQUEST BASIS

The 2021-2022 funding will allow the City of Lake Forest Park to acquire public access waterfront property. The project satisfies one of the many 2020-2025 King County Parks Levy goals.

# Capital Appropriation Proposal



**NARRATIVES** PKS M:WTR ACCSS ACQ LK WASHGTN 1139085

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

No immediate operating budget impacts are anticipated at this time. However, as capital improvements and major maintenance projects enter and complete construction phases, this work is anticipated to have impacts on the operating budget. For more context concerning future anticipated impacts of the capital program implementation on operations, please refer to the Parks Line of Business Plan.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

At least one other property acquisition considered adjacent to Burke-Gilman Trail (further to the northeast), but acquisitions are often timed and predicated on willing landowners. The property to be purchased was chosen because it met the funding requirements, and agreement could be reached with the property owner.

## 10. OTHER AGENCY INVOLVEMENT

WLRD - Lake Forest Park applied for CFT funding in 2020 to support this acquisition.

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

King County's park system impacts determinants of equity such as access to parks and natural resources, healthy built and natural environments, and strong, vibrant neighborhoods. These investments will benefit underserved communities and disadvantaged individuals that use these facilities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Parks seeks to minimize its impact on the environment, and by facilitating access to nature and outdoor recreation opportunities, hopes to educate the community of the need to protect open space for future generations. This project will pursue Platinum certification under the County's Sustainable Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS EASTRAIL RENTON EXTENSION 1139150

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/31/2021 |
| **Location** | Directly south of King County's Eastrail in Renton, adjacent to Gene Coulon Park. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $500,000 | $0 | $0 | $500,000 |
| **Total Budget** | **$0** | **$500,000** | **$0** | **$0** | **$500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $500,000 | $0 | $0 | $500,000 |
| **Total Revenue** | **$500,000** | **$0** | **$0** | **$500,000** |

### EXPENSE PKS EASTRAIL RENTON EXTENSION 1139150

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $500,000 | $0 | $0 | $500,000 |
| **Total Expense** | **$0** | **$0** | **$500,000** | **$0** | **$0** | **$500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $500,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$500,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $500,000 | $500,000 | $0 |
| **Total** | **$0** | **$500,000** | **$500,000** | **$0** |

## NARRATIVES

PKS EASTRAIL RENTON EXTENSION 1139150

### Current Scope

Eastrail Renton Extension - This project will fill a key gap in the Eastrail corridor by acquiring property to allow the future southern extension of the trail to the entry of Gene Coulon Park.

### 1. PROJECT SCOPE

Eastrail Renton Extension - This project will fill a key gap in the Eastrail corridor by acquiring property to allow the future southern extension of the trail to the entry of Gene Coulon Park.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This regionally significant acquisition would allow future connection to Renton’s on-street sidewalk and bicycle network, and eventually to future extensions of the Lake to Sound and Cedar River Trails.The trail currently terminates and riders are forced to use an on-street connection on Lake Washington Boulevard N. In addition to the significance of the regional trail connections supported by this acquisition, the current owner has indicated willingness to discuss a transaction, creating additional urgency.

### 4. PROJECT BENEFITS/OUTCOMES

This project secures the necessary property rights to extend the Eastrail to the entry of Gene Coulon Park. Following completion of trail construction (not included in this budget) the Eastrail would have improved connections to Gene Coulon Park (a regionally important recreation site), and would also connect to Renton's Southport neighborhood and Boeing facilities. In coordination with other regional trail projects this segment would provide continuous trail routes from the Eastrail to Maple Valley and Black Diamond via the Cedar River Trail, and to SeaTac, Tukwila, and Des Moines via the Lake to Sound Trail.

# Capital Appropriation Proposal



**NARRATIVES** PKS EASTRAIL RENTON EXTENSION 1139150

## 5. BUDGET REQUEST BASIS

The project seeks to purchase fee and/or easement on a 9.6-acre property owned by BNSF railroad, which has indicated that they would be interested in discussing a potential transaction. The budget request was based on a planning level estimate of the required purchase price and associated acquisition costs for the identified parcels.

## 6. FUNDING AND REVENUE DISCUSSION

This budget is a partial match for a $1.5 million CFT award. An additional $1 million in matching funds will be identified during the acquisition process.

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Several alternatives for connecting the Eastrail to Renton were considered in the Eastside Rail Corridor Master Plan and follow-on schematic studies. Connection alternatives were also discussed with the City of Renton. Development of the trail on the identified parcel was the most effective option for meeting the purpose of a full-standard shared use path facility that did not impact the current function of Gene Coulon Park.

## 10. OTHER AGENCY INVOLVEMENT

The City of Renton is collaborating with King County in the acquisition process and may be a future funding partner.

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will contribute to the County's goal area of equitable facility and system improvements by allowing future access to recreation and non-motorized transportation options for historically underserved and disadvantaged communities in the south County.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project allows future development of a regional trail connecting major employment and commercial centers with residential areas. Eastrail will provide alternative safe and low-stress non-motorized transportation options between Renton, Bellevue, Kirkland, Redmond and Woodinville.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** PKS EASTRAIL RENTON EXTENSION 1139150

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS CALHOUN PIT 1139152

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Intersection of SE 272nd Street and 156th Place SE |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $150,000 | $0 | $0 | $150,000 |
| **Total Budget** | **$0** | **$150,000** | **$0** | **$0** | **$150,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $150,000 | $0 | $0 | $150,000 |
| **Total Revenue** | **$150,000** | **$0** | **$0** | **$150,000** |

### EXPENSE PKS CALHOUN PIT 1139152

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $150,000 | $0 | $0 | $150,000 |
| **Total Expense** | **$0** | **$0** | **$150,000** | **$0** | **$0** | **$150,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $150,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$150,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $150,000 | $150,000 | $0 |
| **Total** | **$0** | **$150,000** | **$150,000** | **$0** |

## NARRATIVES

PKS CALHOUN PIT 1139152

### Current Scope

Calhoun Pit- This proposed acquisition will provide an opportunity for a public park and regional trailhead in the City of Covington, and secure a route for the future extension of the Soos Creek Trail.

### 1. PROJECT SCOPE

Calhoun Pit- This proposed acquisition will provide an opportunity for a public park and regional trailhead in the City of Covington, and secure a route for the future extension of the Soos Creek Trail.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

King County Parks and the City of Covington are collaborating to acquire the site and provide passive recreation and/or community gathering opportunities.The property is currently owned by the Water District which has considered re-zoning the parcel for commercial use but is interested in negotiating with King County and the City of Covington.

### 4. PROJECT BENEFITS/OUTCOMES

Important connection for the Soos Creek Trail. Future public park, parking lot and City of Covington gateway.

### 5. BUDGET REQUEST BASIS

This award will pay for an easement or fee interest on a 0.97-acre property at the intersection of SE 272nd Street at 156th Place SE. The City of Covington will own the underlying fee to the parcel.

### 6. FUNDING AND REVENUE DISCUSSION

The City of Covington has applied for Recreation Conservation Office (RCO) matching funds for acquisition.

# Capital Appropriation Proposal



**NARRATIVES** PKS CALHOUN PIT 1139152

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

This creates the most efficient route for Soos Creek Trail and is identified as the route in the Regional Trails Needs Report (RTNR).

## 10. OTHER AGENCY INVOLVEMENT

City of Covington

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

There is a strong desire by the City of Covington and King County Parks to increase access to regional trails in the area.These trails and increase to recreation improve health benefit outcomes and connect communities to the over 175 mile regional trail network.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP). Future trail development will provide an increased opportunity for active transportation which is another SCAP goal.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS CARNATION MARSH 1139153

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Adjacent to Carnation Marsh Natural Area, 2 miles southwest of Carnation. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $34,500 | $0 | $0 | $34,500 |
| **Total Budget** | **$0** | **$34,500** | **$0** | **$0** | **$34,500** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $34,500 | $0 | $0 | $34,500 |
| **Total Revenue** | **$34,500** | **$0** | **$0** | **$34,500** |

### EXPENSE PKS CARNATION MARSH 1139153

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $34,500 | $0 | $0 | $34,500 |
| **Total Expense** | **$0** | **$0** | **$34,500** | **$0** | **$0** | **$34,500** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $34,500 | $0 | $0 | $0 |
| **Total** | **$0** | **$34,500** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $34,500 | $34,500 | $0 |
| **Total** | **$0** | **$34,500** | **$34,500** | **$0** |

## NARRATIVES

PKS CARNATION MARSH 1139153

### Current Scope

Carnation Marsh - This project will acquire an inholding within the Carnation Marsh Natural Area, a 180-acre wetland complex.

### 1. PROJECT SCOPE

Carnation Marsh - This project will acquire an inholding within the Carnation Marsh Natural Area, a 180-acre wetland complex.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The property is in the Agricultural Production District (APD) but because it is within the floodway and contains an extensive wetland, is not suitable for farming. Due to restrictions around many properties within the APD, it is rare to be able to purchase properties for the sole purpose of conservation and preservation, making this parcel a high priority.

### 4. PROJECT BENEFITS/OUTCOMES

Add 11.53 acres, on parcel, to existing Carnation Marsh Natural Area for public access.

### 5. BUDGET REQUEST BASIS

This year’s award focuses on acquiring an 11.53-acre parcel in the southeast corner of the Carnation Marsh Natural Area, located about two miles southwest of the City of Carnation.

### 6. FUNDING AND REVENUE DISCUSSION

NA

### 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

# Capital Appropriation Proposal



**NARRATIVES** PKS CARNATION MARSH 1139153

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS UPPER PRESTON IN RAGING RV 1139155

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Left bank of the Raging River RM 8.5 in the Upper Preston Community. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $130,500 | $0 | $0 | $130,500 |
| **Total Budget** | **$0** | **$130,500** | **$0** | **$0** | **$130,500** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $130,500 | $0 | $0 | $130,500 |
| **Total Revenue** | **$130,500** | **$0** | **$0** | **$130,500** |

### EXPENSE PKS UPPER PRESTON IN RAGING RV 1139155

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $130,500 | $0 | $0 | $130,500 |
| **Total Expense** | **$0** | **$0** | **$130,500** | **$0** | **$0** | **$130,500** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $130,500 | $0 | $0 | $0 |
| **Total** | **$0** | **$130,500** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $130,500 | $130,500 | $0 |
| **Total** | **$0** | **$130,500** | **$130,500** | **$0** |

## NARRATIVES

PKS UPPER PRESTON IN RAGING RV 1139155

### Current Scope

Upper Preston in Raging River - This project will acquire vacant forested parcels and preserve over 700 feet of the Raging River.

### 1. PROJECT SCOPE

Upper Preston in Raging River - This project will acquire vacant forested parcels and preserve over 700 feet of the Raging River.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The parcels have been part of the Forest Stewardship program and current ownership has kept the forest untouched. The Raging River is very important for WRIA 7 salmonid production, with the Raging representing the spawning grounds for 20% of the basin's Chinook, and also supporting coho and chum salmon, and steelhead and cutthroat trout. Successful acquisition will protect valuable forest cover and allow future trail connections from the adjacent Tiger Mountain State Forest.

### 4. PROJECT BENEFITS/OUTCOMES

17 acres of new public openspace.

### 5. BUDGET REQUEST BASIS

This award focuses on purchasing 17 acres of forestlands between the western bank of the Raging River and Tiger Mountain State Forest.

### 6. FUNDING AND REVENUE DISCUSSION

NA

### 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

# Capital Appropriation Proposal



**NARRATIVES** PKS UPPER PRESTON IN RAGING RV 1139155

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS EASTRAIL WOODNVIL BOTTLNCK 1139158

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/31/2021 |
| **Location** | South of NE 145th adjacent to the JB sod farm. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $50,000 | $0 | $0 | $50,000 |
| **Total Budget** | **$0** | **$50,000** | **$0** | **$0** | **$50,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $50,000 | $0 | $0 | $50,000 |
| **Total Revenue** | **$50,000** | **$0** | **$0** | **$50,000** |

### EXPENSE PKS EASTRAIL WOODNVIL BOTTLNCK 1139158

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $50,000 | $0 | $0 | $50,000 |
| **Total Expense** | **$0** | **$0** | **$50,000** | **$0** | **$0** | **$50,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $50,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$50,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $50,000 | $50,000 | $0 |
| **Total** | **$0** | **$50,000** | **$50,000** | **$0** |

## NARRATIVES

PKS EASTRAIL WOODNVIL BOTTLNCK 1139158

### Current Scope

Eastrail Woodinville Bottleneck - This project will expand the Eastrail right-of-way through a narrow corridor between Chateau Ste. Michelle and a farm in the Sammamish Agricultural Production District.

### 1. PROJECT SCOPE

Eastrail Woodinville Bottleneck - This project will expand the Eastrail right-of-way through a narrow corridor between Chateau Ste. Michelle and a farm in the Sammamish Agricultural Production District.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The acquisition would provide additional right-of-way width in order to accommodate the development of a full-width regional trail with adequate drainage facilities, as the county works to complete a critical link in the Eastrail where it connects to the Sammamish River Trail. This part of the trail will see heavy use in support of popular visitor destinations like Chateau Ste.Michelle and Columbia Winery.

### 4. PROJECT BENEFITS/OUTCOMES

The project will provide necessary property to develop a full trail section. The acquisition will improve safety, reduce construction cost, and reduce long-term maintenance costs for this segment of trail.

### 5. BUDGET REQUEST BASIS

This award will add a 1.25 acre, 20-foot-wide strip to the existing Eastrail corridor. The proposed acquisition is on farmland protected by a King County Farmland Preservation Program deed and agreement, so there will be detailed work with the County agriculture program to ensure the acquisition conforms with farmland covenants. The budget was developed from a planning level estimate of acquisition costs based on assessed value and anticipated transaction costs.

# Capital Appropriation Proposal



**NARRATIVES** PKS EASTRAIL WOODNVIL BOTTLNCK 1139158

## 6. FUNDING AND REVENUE DISCUSSION

Land use restrictions on the target parcel may lead to additional transaction costs. Contingency funding is available from an associated capital development project constructing interim trail in this location.

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

This project represents the least cost alternative to develop a trail meeting the preferred Eastrail standard in this location.

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will contribute to the County's goal area of equitable facility and system improvements by allowing future access to recreation and non-motorized transportation options with a connected regional trail system throughout King County.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project allows future development of a regional trail connecting major employment and commercial centers with residential areas. Eastrail will provide alternative safe and low-stress non-motorized transportation options between Renton, Bellevue, Kirkland, Redmond, and Woodinville.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS HOLLYWOOD HLL FRST PASTURE 1139159

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Approx 1 mi east of Woodinville in the Hollywood Hills neighborhood |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $400,000 | $0 | $0 | $400,000 |
| **Total Budget** | **$0** | **$400,000** | **$0** | **$0** | **$400,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $400,000 | $0 | $0 | $400,000 |
| **Total Revenue** | **$400,000** | **$0** | **$0** | **$400,000** |

### EXPENSE PKS HOLLYWOOD HLL FRST PASTURE 1139159

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $400,000 | $0 | $0 | $400,000 |
| **Total Expense** | **$0** | **$0** | **$400,000** | **$0** | **$0** | **$400,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $400,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$400,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $400,000 | $400,000 | $0 |
| **Total** | **$0** | **$400,000** | **$400,000** | **$0** |

## NARRATIVES

PKS HOLLYWOOD HLL FRST PASTURE 1139159

### Current Scope

Hollywood Hills Forest and Pasture - This project will acquire up to 24 acres (25 parcels) in the Hollywood Hills neighborhood of unincorporated rural King County.

### 1. PROJECT SCOPE

Hollywood Hills Forest and Pasture - This project will acquire up to 24 acres (25 parcels) in the Hollywood Hills neighborhood of unincorporated rural King County.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

While the plan to conserve the property is not fully formulated, the property could preserve forest and trails on the northern half, pasture and equestrian uses on the southern half (possibly owned or managed by a partner), and a trail corridor along the western edge that would provide equestrians and walkers a connection between Gold Creek Park to the north and the Tolt Pipeline Trail to the south. It is likely the forested portion of the property would generate forest carbon credits, and that all the property would generate transferable development rights (TDRs).

### 4. PROJECT BENEFITS/OUTCOMES

Conserved rural open space that could otherwise be developed and a new recreational corridor connection for trail access between King County's Gold Creek Park and the Tolt River Pipeline.

### 5. BUDGET REQUEST BASIS

The Committee recommends partial funding of $800,000 total, consisting of $400,000 CFT in annual dollars and $400,000 Parks Levy dollars. The Committee recommends the County focus first on securing trail easements on the western side of the properties for a north-south trail connection. The Committee anticipates that the applicant may return with an additional request for funding in the future, but recognizes that the full project scope may exceed what is feasible to purchase with available funding sources.

# Capital Appropriation Proposal



**NARRATIVES** PKS HOLLYWOOD HLL FRST PASTURE 1139159

## 6. FUNDING AND REVENUE DISCUSSION

The recently appraised value of the full property is nearly $5.3 million.The western 6 parcels that would complete the majority of a connection between Gold Crek Park and the Tolt Pipeline are appraised at $3.6 million. County staff are discussing partial acquisition scenarios with the landowners as of June 2020. Other potential sources of funding include the Transfer of Development Rights Bank, and community partners. Prior to seeking funding from possible community partners, the County must reach agreement with the landowners about mutually agreeable partial acquisition scenarios.

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Alternatives to acquiring fee title interest of all parcels are a) acquiring partial interest in the property (under discussion with the owners now) or b) not acquiring any interest in any of the parcels and returning funds to CFT and PL.

## 10. OTHER AGENCY INVOLVEMENT

None

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

It is possible funds not used to acquire this property could be used to advanace property acquisitions in opportunity areas of King County (i.e.underserved communities without good access to open space0.Acquiring some or all of the Hollywood Hills Forest and Pasture property does not, in and of itself, advance equity or social justice (the neighborhood is relatively affluent and has existing publicly available open spaces).

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS MCGARVEY PRK OPEN SPACE 1139160

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Unincorporated King County, east of Renton |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $250,000 | $0 | $0 | $250,000 |
| **Total Budget** | **$0** | **$250,000** | **$0** | **$0** | **$250,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $250,000 | $0 | $0 | $250,000 |
| **Total Revenue** | **$250,000** | **$0** | **$0** | **$250,000** |

### EXPENSE PKS MCGARVEY PRK OPEN SPACE 1139160

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $250,000 | $0 | $0 | $250,000 |
| **Total Expense** | **$0** | **$0** | **$250,000** | **$0** | **$0** | **$250,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $250,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$250,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $250,000 | $250,000 | $0 |
| **Total** | **$0** | **$250,000** | **$250,000** | **$0** |

## NARRATIVES

PKS MCGARVEY PRK OPEN SPACE 1139160

### Current Scope

McGarvey Park Open Space - This project will expand McGarvey Park Open Space by preserving up to 35 acres of adjacent forested land in fee or easement.

### 1. PROJECT SCOPE

McGarvey Park Open Space - This project will expand McGarvey Park Open Space by preserving up to 35 acres of adjacent forested land in fee or easement.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The acquisition would preserve forest cover and expand the network trails on nearby open space including McGarvey Park Open Space, Wetland 14 Natural Area, and Spring Lake/Lake Desire Park.The property may be eligible to create transferable development rights and/or carbon credits which County staff will explore during the appraisal process.This proposal was the subject of a motion sponsored by Councilmember Dunn encouraging priority be given to this project.

### 4. PROJECT BENEFITS/OUTCOMES

This project contributes to the county's Land Conservation Initiative and Strategic Climate Action Plan.

### 5. BUDGET REQUEST BASIS

The focus of the application is just the forested portion of parcels that surround the footprint of a former Nike missile silo. The county may explore the silo area in the future depending on the outcome of site evaluation.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS MCGARVEY PRK OPEN SPACE 1139160

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS MID SOOS CREEK PRESERVATN 1139161

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Soos Creek |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $550,000 | $0 | $0 | $550,000 |
| **Total Budget** | **$0** | **$550,000** | **$0** | **$0** | **$550,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $550,000 | $0 | $0 | $550,000 |
| **Total Revenue** | **$550,000** | **$0** | **$0** | **$550,000** |

### EXPENSE PKS MID SOOS CREEK PRESERVATN 1139161

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $550,000 | $0 | $0 | $550,000 |
| **Total Expense** | **$0** | **$0** | **$550,000** | **$0** | **$0** | **$550,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $550,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$550,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $550,000 | $550,000 | $0 |
| **Total** | **$0** | **$550,000** | **$550,000** | **$0** |

## NARRATIVES

PKS MID SOOS CREEK PRESERVATN 1139161

### Current Scope

Mid Soos Creek Preservation - This project will expand the Soos Creek Park and Trail corridor and will promote future habitat restoration projects.

### 1. PROJECT SCOPE

Mid Soos Creek Preservation - This project will expand the Soos Creek Park and Trail corridor and will promote future habitat restoration projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Soos Creek is on the Clean Water Act Section 303(d) list for its high water temperature and fecal coliform pollution, and has a Total Maximum Daily Load (TMDL) Improvement Plan for water quality. Broadening the protected corridor and restoring additional land potentially contributes to water quality benefits.

### 4. PROJECT BENEFITS/OUTCOMES

NA

### 5. BUDGET REQUEST BASIS

Of the 31 acres included in the project scope, the primary focus is 13.4 acres (three parcels) under one ownership that are primarily mature forest, located on the northern portion of Soos Creek. The Committee recommends partial funding of $1,100,000 total, consisting of $550,000 CFT in bond dollars and $550,000 Parks Levy dollars. The Committee anticipates that the applicant may return with an additional request for funding next year for the remaining parcels.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS MID SOOS CREEK PRESERVATN 1139161

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

In June, 2020, the CFT Committee recommended full funding of this acquisition using 2021 dollars.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

None

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

South King County does not have the parks, open space and trail resources that exist in the north and central portions of KC.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS NORTH GREEN RIVER ACQ 1139162

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Right bank of the Green River around river mile 27. Parcels are adjacent to North Green River Park, just south of City of Kent boundary. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $600,000 | $0 | $0 | $600,000 |
| **Total Budget** | **$0** | **$600,000** | **$0** | **$0** | **$600,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $600,000 | $0 | $0 | $600,000 |
| **Total Revenue** | **$600,000** | **$0** | **$0** | **$600,000** |

### EXPENSE PKS NORTH GREEN RIVER ACQ 1139162

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $600,000 | $0 | $0 | $600,000 |
| **Total Expense** | **$0** | **$0** | **$600,000** | **$0** | **$0** | **$600,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $600,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$600,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $600,000 | $600,000 | $0 |
| **Total** | **$0** | **$600,000** | **$600,000** | **$0** |

## NARRATIVES

PKS NORTH GREEN RIVER ACQ 1139162

### Current Scope

North Green River Acquisition - This lower Green River project will purchase land for open space protection and future habitat restoration near North Green River Park in the unincorporated urban area near the City of Kent.

### 1. PROJECT SCOPE

North Green River Acquisition - This lower Green River project will purchase land for open space protection and future habitat restoration near North Green River Park in the unincorporated urban area near the City of Kent.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

These parcels experience regular backwater flooding, as part of a large wetland that extends south to City of Kent-owned properties and drains to the Green River. Acquisition would build on the extensive enhancement that Kent has done as a part of mitigation efforts which could provide access for salmon during flood events.

### 4. PROJECT BENEFITS/OUTCOMES

This project provides an opportunity to increase off-channel habitat for juvenile salmon in the Lower Green River basin, providing salmon access to up to 30 acres of floodplain wetland. The project area will also add to a 600+ acre forested corridor that extends from the City of Kent south to the City of Auburn.

### 5. BUDGET REQUEST BASIS

The award will focus on purchasing two of the target parcels, totaling approximately 10 acres. The Committee recommends partial funding of $1,200,000 total, consisting of $600,000 CFT in bond dollars and $600,000 PL dollars. The Committee anticipates that the applicant may return with an additional request for funding next year for the remaining parcel.

**NARRATIVES** PKS NORTH GREEN RIVER ACQ 1139162

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Project area is just south of the City of Kent and will provide additional open space opportunity to the surrounding community. The census block surrounding the project area ranks a nine on a scale of ten for environmental health disparities according to the WA Department of Ecology's health disparities map.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS SWEENEY POND 1139163

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2021 |
| **Location** | Near Shadow Lake, off Sweeney Road SE |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $60,000 | $0 | $0 | $60,000 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$60,000** | **$0** | **$0** | **$60,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $60,000 | $0 | $0 | $60,000 |
| **Total Revenue** | **$60,000** | **$0** | **$0** | **$60,000** |

### EXPENSE PKS SWEENEY POND 1139163

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $60,000 | $0 | $0 | $60,000 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$60,000** | **$0** | **$0** | **$60,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $60,000 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$60,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $0 | $60,000 | $60,000 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$60,000** | **$60,000** | **$0** |

## NARRATIVES

PKS SWEENEY POND 1139163

### Current Scope

Sweeney Pond - This proposal is for initial feasibility funding toward acquiring an easement or partial fee on 80 acres of wetlands and forested land north of Maple Valley.

### 1. PROJECT SCOPE

Sweeney Pond - This proposal is for initial feasibility funding toward acquiring an easement or partial fee on 80 acres of wetlands and forested land north of Maple Valley.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This land is a historic family homestead which has remained in the same family for over 200 years. The acquisition approach is still to be determined, as King County DNRP staff are working with the owners to explore whether the parcels can be subdivided to exclude the historic landmark structures. The Sweeney Pond wetland at the northeast corner of the target parcel support very high levels of bird diversity.

### 4. PROJECT BENEFITS/OUTCOMES

Pending the results of the feasibility work, this potential acquisition would protect wetland and forest habitat and the bird and wildlife species that depend on these resources.

### 5. BUDGET REQUEST BASIS

This award is start-up funds only to fund appraisals, due diligence, and associated staff time.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS SWEENEY POND 1139163

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

This feasibility funding will enable a strategic acquisition approach targeted at protecting important resources values in this area.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS FOOTHLL TRL MCPHERSON ACQ 1139164

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Parcel is accessed via a driveway from Mud Mountain Road/SE 473rd Street. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $305,000 | $0 | $0 | $305,000 |
| **Total Budget** | **$0** | **$305,000** | **$0** | **$0** | **$305,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $305,000 | $0 | $0 | $305,000 |
| **Total Revenue** | **$305,000** | **$0** | **$0** | **$305,000** |

### EXPENSE PKS FOOTHLL TRL MCPHERSON ACQ 1139164

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $305,000 | $0 | $0 | $305,000 |
| **Total Expense** | **$0** | **$0** | **$305,000** | **$0** | **$0** | **$305,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $305,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$305,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $305,000 | $305,000 | $0 |
| **Total** | **$0** | **$305,000** | **$305,000** | **$0** |

## NARRATIVES

PKS FOOTHLL TRL MCPHERSON ACQ 1139164

### Current Scope

Foothill Trail McPherson Acquisition - This project will acquire a final inholding in the Foothills Trail corridor and along Boise Creek near the White River. This regional trail will provide an important regional recreational amenity and connection to regional trails in Enumclaw and, in the future, across the White River in Pierce County. The proposed acquisition will remove an inholding, eliminate the need for an ongoing private trail crossing through the corridor and/or relocating access and utilities.

### 1. PROJECT SCOPE

Foothill Trail McPherson Acquisition - This project will acquire a final inholding in the Foothills Trail corridor and along Boise Creek near the White River. This regional trail will provide an important regional recreational amenity and connection to regional trails in Enumclaw and, in the future, across the White River in Pierce County. The proposed acquisition will remove an inholding, eliminate the need for an ongoing private trail crossing through the corridor and/or relocating access and utilities.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This regional trail will provide an important regional recreational amenity and connection to regional trails in Enumclaw and, in the future, across the White River in Pierce County.The proposed acquisition will remove an inholding, eliminate the need for an ongoing private trail crossing through the corridor and/or relocating access and utilities.The acquisition also completes public ownership in this lowest reach of Boise Creek, making it regionally significant for its habitat and trail benefits.

### 4. PROJECT BENEFITS/OUTCOMES

Will improve trail safety by eliminating driveway crossing the trail; Easier long term maintenance with no in-holding private property; Habitat benefits to protecting Boise Creek riparian area.

# Capital Appropriation Proposal



**NARRATIVES** PKS FOOTHLL TRL MCPHERSON ACQ 1139164

## 5. BUDGET REQUEST BASIS

The award will focus on acquiring a 1.68-acre parcel that is surrounded by county ownership for the Foothills Trail. The proposed acquisition will remove an inholding, eliminate the need for an ongoing private trail crossing through the corridor and/or relocating access and utilities.

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Alternative is not purchasing the property and continuing to have in-holding of private property surrounded by publicly owned property.

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This acquisition will also protect significant archeology site.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS LITTLE LAKE FOREST ACQ 1139165

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2021 |
| **Location** | Northeast of the City of Enumclaw |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $440,000 | $0 | $0 | $440,000 |
| **Total Budget** | **$0** | **$440,000** | **$0** | **$0** | **$440,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $440,000 | $0 | $0 | $440,000 |
| **Total Revenue** | **$440,000** | **$0** | **$0** | **$440,000** |

### EXPENSE PKS LITTLE LAKE FOREST ACQ 1139165

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $440,000 | $0 | $0 | $440,000 |
| **Total Expense** | **$0** | **$0** | **$440,000** | **$0** | **$0** | **$440,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $440,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$440,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $440,000 | $440,000 | $0 |
| **Total** | **$0** | **$440,000** | **$440,000** | **$0** |

## NARRATIVES

PKS LITTLE LAKE FOREST ACQ 1139165

### Current Scope

Little Lake Forest Acquisition - This project will acquire a property to be used as an entryway and trailhead into the recently protected Little Lake Forest on the edge of Enumclaw.

### 1. PROJECT SCOPE

Little Lake Forest Acquisition - This project will acquire a property to be used as an entryway and trailhead into the recently protected Little Lake Forest on the edge of Enumclaw.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Little Lake Forest is 155 acres directly connected to hundreds of thousands of acres of forest in the Forest Production District (FPD), extending east to the Cascade Mountains.This target parcel contains the only length of private road leading into Little Lake Forest, so acquisition will allow the County to open up public access to the site by creating a public parking lot and trailhead entrance. There has been strong community interest in site planning and trailhead creation for Little Lake Forest. The site can support a large parking lot as the 15% non-vegetative impervious surface limit applies across the whole 160-acre CFT-funded site.

### 4. PROJECT BENEFITS/OUTCOMES

The project will support public access into the Little Lake Forest property and will also offer a space for community gathering and passive park amenities.

### 5. BUDGET REQUEST BASIS

The award would allow a 5.1-acre parcel adjacent to Little Lake Forest. The parcel was acquired by Forterra as a buy-and-hold purchase on behalf of the County.

**NARRATIVES** PKS LITTLE LAKE FOREST ACQ 1139165

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New - Forterra took ownership of the property in May 2020 under a buy-and-hold agreement with King County. The appraisal and due diligence work is complete, and King County will be able to take possession of the property once funding is available.

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

South King County is somewhat underserved in terms of formal King County Parks facilities, and the expectation is that this acquisition will support a trailhead providing ADA and equestrian users with access to open space, as well as providing the residents in and near Enumclaw with park amenities (play area, picnic shelter, etc.).

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS FROG HOLLER FOREST ADD 1139166

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/31/2021 |
| **Location** | Unincorporated King County - Vashon Island |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $400,000 | $0 | $0 | $400,000 |
| **Total Budget** | **$0** | **$400,000** | **$0** | **$0** | **$400,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $400,000 | $0 | $0 | $400,000 |
| **Total Revenue** | **$400,000** | **$0** | **$0** | **$400,000** |

### EXPENSE PKS FROG HOLLER FOREST ADD 1139166

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $400,000 | $0 | $0 | $400,000 |
| **Total Expense** | **$0** | **$0** | **$400,000** | **$0** | **$0** | **$400,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $400,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$400,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $400,000 | $400,000 | $0 |
| **Total** | **$0** | **$400,000** | **$400,000** | **$0** |

## NARRATIVES

PKS FROG HOLLER FOREST ADD 1139166

### Current Scope

Frog Holler Forest Addition - This proposal continues long-time work conserving forested open space in southwestern Vashon Island near Camp Sealth and the recently established Frog Holler Forest.

### 1. PROJECT SCOPE

Frog Holler Forest Addition - This proposal continues long-time work conserving forested open space in southwestern Vashon Island near Camp Sealth and the recently established Frog Holler Forest.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The project is regionally significant as it helps the long-term protection of the 381-acre Camp Sealth, where portions of the property totaling 101 acres were placed under a conservation easement in 2011. Under a new conservation easement, the remaining 280-acres of Camp Sealth will be permanently protected. Additional parcels targeted in this application include forest lands adding to Frog Holler Forest that support wildlife for a variety of birds, mammals and amphibians, and contain tributary headwaters less than one-half mile from the Puget Sound Shoreline.

### 4. PROJECT BENEFITS/OUTCOMES

This project will permanently protect and remove future development rights from 295-acres of forest, streams, and wetlands on Vashon Island.

### 5. BUDGET REQUEST BASIS

The initial priorities in the request are easements on two southern parcels at Camp Sealth totaling 50 acres and completion of an easement on Nashi Orchard in partnership with the agriculture program (approximately 15 acres).

# Capital Appropriation Proposal



**NARRATIVES** PKS FROG HOLLER FOREST ADD 1139166

## 6. FUNDING AND REVENUE DISCUSSION

NA

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Acquisition of an easement is preferred over a fee acquisition.

## 10. OTHER AGENCY INVOLVEMENT

Camp Fire Central Puget Sound

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide stability to Camp Sealth which provides youth development and outdoor education and recreation to over 500 children and youths every summer.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS NEILL POINT NA ADD 1139167

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/31/2021 |
| **Location** | Unincorporated King County -- Vashon Island |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $62,500 | $0 | $0 | $62,500 |
| **Total Budget** | **$0** | **$62,500** | **$0** | **$0** | **$62,500** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $62,500 | $0 | $0 | $62,500 |
| **Total Revenue** | **$62,500** | **$0** | **$0** | **$62,500** |

### EXPENSE PKS NEILL POINT NA ADD 1139167

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $62,500 | $0 | $0 | $62,500 |
| **Total Expense** | **$0** | **$0** | **$62,500** | **$0** | **$0** | **$62,500** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $62,500 | $0 | $0 | $0 |
| **Total** | **$0** | **$62,500** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $62,500 | $62,500 | $0 |
| **Total** | **$0** | **$62,500** | **$62,500** | **$0** |

## NARRATIVES

PKS NEILL POINT NA ADD 1139167

### Current Scope

Neill Point Natural Area Addition - This project will target acquisitions near Neill Point Natural Area on southeastern Vashon Island.

### 1. PROJECT SCOPE

Neill Point Natural Area Addition - This project will target acquisitions near Neill Point Natural Area on southeastern Vashon Island.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

There are two focus areas for this application.One focus area is the undeveloped 78 acres at Morningside Farm, with forests, meadows, views of Puget Sound and access to the shoreline.The other focus area is 3 acres in two parcels on the south end of Vashon Island on the southern side of Neill Point Natural Area, the acquisition of which would prevent potential extension of a road through the natural area on an existing access easement.

### 4. PROJECT BENEFITS/OUTCOMES

This will add 3 acres of permanently protected forest to King County's Neill Point Natural Area.

### 5. BUDGET REQUEST BASIS

The Conservation Futures Committee recommends partial funding of $125,000, consisting of $62,500 CFT in bond dollars and $62,500 Parks Levy dollars. The Committee prioritizes funding for three acres adding to Neill Point Natural Area. The Committee did not recommend starting up a major new acquisition focus at Morningside Farm. The Committee encourages the County to focus on completing ongoing work on Vashon-Maury Islands (e.g. conserving Camp Sealth at Frog Holler Forest which is estimated to cost several million dollars), before starting up major new acquisition projects.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS NEILL POINT NA ADD 1139167

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

Private landowner

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS VASHON PRK DISTRICT SURPLS 1139168

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Vashon-Maury Island Marine Shoreline |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $160,000 | $0 | $0 | $160,000 |
| **Total Budget** | **$0** | **$160,000** | **$0** | **$0** | **$160,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $160,000 | $0 | $0 | $160,000 |
| **Total Revenue** | **$160,000** | **$0** | **$0** | **$160,000** |

### EXPENSE PKS VASHON PRK DISTRICT SURPLS 1139168

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $160,000 | $0 | $0 | $160,000 |
| **Total Expense** | **$0** | **$0** | **$160,000** | **$0** | **$0** | **$160,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $160,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$160,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $160,000 | $160,000 | $0 |
| **Total** | **$0** | **$160,000** | **$160,000** | **$0** |

## NARRATIVES

PKS VASHON PRK DISTRICT SURPLS 1139168

### Current Scope

Vashon Park District Surplus - This project will acquire passive use natural area properties from the Vashon Park District (VPD).

### 1. PROJECT SCOPE

Vashon Park District Surplus - This project will acquire passive use natural area properties from the Vashon Park District (VPD).

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Due to financial constraints, VPD has limited resources to steward these properties, and has approached King County about taking ownership. The VPD would transfer several properties that are deed-restricted and cannot be sold on the market; the cost and terms for other parcels in their inventory will be evaluated as the county and VPD review the inventory. Many of these properties build on existing county ownership, and/or protect forest or shoreline elsewhere on Vashon– Maury Island.

### 4. PROJECT BENEFITS/OUTCOMES

These acquisitions will protect key shoreline and forest properties support a wide variety of species and habitat types.

### 5. BUDGET REQUEST BASIS

This project will bring into County ownership approximately 106 acres, including 2,350 feet of marine shoreline, 1,230 feet of seasonal stream, and a rare bog.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS VASHON PRK DISTRICT SURPLS 1139168

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project helps restore salmon population and wildlife essential for indigenous treaty rights as well as subsistence fishing communities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PKS VASHON TAX TITLE PROPERTY 1139169

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3581 PARKS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Vashon-Maury Island tidelands and shoreline |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $25,000 | $0 | $0 | $25,000 |
| **Total Budget** | **$0** | **$25,000** | **$0** | **$0** | **$25,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $25,000 | $0 | $0 | $25,000 |
| **Total Revenue** | **$25,000** | **$0** | **$0** | **$25,000** |

### EXPENSE PKS VASHON TAX TITLE PROPERTY 1139169

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $25,000 | $0 | $0 | $25,000 |
| **Total Expense** | **$0** | **$0** | **$25,000** | **$0** | **$0** | **$25,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $25,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$25,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $25,000 | $25,000 | $0 |
| **Total** | **$0** | **$25,000** | **$25,000** | **$0** |

## NARRATIVES

PKS VASHON TAX TITLE PROPERTY 1139169

### Current Scope

Vashon Tax Title Property - This project will purchase land out of the King County Tax Title inventory (acquired by the County during the tax foreclosure process) to permanently preserve tideland parcels at many locations around the island, and undeveloped upland parcels adjacent to King County Northilla Natural Area.

### 1. PROJECT SCOPE

Vashon Tax Title Property - This project will purchase land out of the King County Tax Title inventory (acquired by the County during the tax foreclosure process) to permanently preserve tideland parcels at many locations around the island, and undeveloped upland parcels adjacent to King County Northilla Natural Area.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

There are dozens of acres of tideland tax title parcels around Vashon Island which could potentially be sold to private landowners. The County seeks to acquire these parcels to avoid potential damage from actions such as installation of mooring buoys, docks or commercial aquaculture. The county may place easements on the parcels to restrict such activities and sell or transfer the fee interest to Washington State Department of Natural Resources which manages aquatic lands.

### 4. PROJECT BENEFITS/OUTCOMES

Preserving these tidelands will prevent future development on them forever protecting these sensitive natural resources.

### 5. BUDGET REQUEST BASIS

The award will purchase 50 acres over 17 tideland parcels and two upland parcels.

### 6. FUNDING AND REVENUE DISCUSSION

NA

# Capital Appropriation Proposal



**NARRATIVES** PKS VASHON TAX TITLE PROPERTY 1139169

## 7. OPERATING BUDGET AND OTHER IMPACTS

King County Parks, Trails and Open Space Replacement Levy includes an annual, inflation-adjusted allotment for stewardship of newly-acquired natural lands.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

NA

## 10. OTHER AGENCY INVOLVEMENT

NA

## 11. ART ELIGIBILITY

Open Space Acquisition - not art eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project helps restore salmon population and wildlife essential for indigenous treaty rights as well as subsistence fishing communities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project protects critical forest land and promotes long term carbon sequestration which contributes to the goals of King County's Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## MD MOORAGE MAINTENANCE BARGE 1111734

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3591 KC MARINE CONST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $89,557 | $0 | $0 | $0 | $89,557 |
| **2 Preliminary Design** | $255,408 | $0 | $0 | $0 | $255,408 |
| **3 Final Design** | $810,499 | $0 | $0 | $0 | $810,499 |
| **4 Implementation** 01/01/11 - 12/31/20 | $4,844,536 | ($94,734) | $0 | $0 | $4,749,803 |
| **5 Closeout** | $1 | $0 | $0 | $0 | $1 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$6,000,003** | **($94,734)** | **$0** | **$0** | **$5,905,269** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** MD MOORAGE MAINTENANCE BARGE 1111734

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $50,924 | $0 | $0 | $0 | $0 | $50,924 |
| **2 Prelim Design** | $255,623 | $0 | $0 | $0 | $0 | $255,623 |
| **3 Final Design** | $811,091 | $0 | $0 | $0 | $0 | $811,091 |
| **4 Implementation** | $4,781,296 | $0 | $0 | $0 | $0 | $4,781,296 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$5,898,934** | **$0** | **$0** | **$0** | **$0** | **$5,898,934** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $50,924 | $89,557 | $50,924 |
| 2 Preliminary Design | $0 | $0 | $255,623 | $255,408 | $255,623 |
| 3 Final Design | $0 | $0 | $811,091 | $810,499 | $811,091 |
| 4 Implementation | $0 | $0 | $4,781,296 | $4,844,536 | $4,781,296 |
| 5 Closeout | $0 | $0 | $0 | $1 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$5,898,934** | **$6,000,001** | **$5,898,934** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $38,634 | $0 | $0 | $38,634 |
| 2 Preliminary Design | ($215) | $0 | $0 | ($215) |
| 3 Final Design | ($591) | $0 | $0 | ($591) |
| 4 Implementation | $63,240 | ($94,734) | $0 | ($31,494) |
| 5 Closeout | $1 | $0 | $0 | $1 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$101,069** | **($94,734)** | **$0** | **$6,335** |

## NARRATIVES

MD MOORAGE MAINTENANCE BARGE 1111734

### Current Scope

Moorage Maintenance Barge - The project includes designing and purchasing a new maintenance barge, location and improvement of shoreside facilities for the barge and to accommodate operational functions and lease agreement for the facility. The new barge will be outfitted with trailer/container modules containing tools and equipment for maintenance of the vessels. Shoreside facilities would include; a) water, sewer, power, and telecommunication connections, b) accessibility for deliveries, c) storage of large parts and supplies, d) close proximity to the passenger terminal located at pier 50 in downtown Seattle.

### 1. PROJECT SCOPE

Moorage Maintenance Barge - The project includes designing and purchasing a new maintenance barge, location and improvement of shoreside facilities for the barge and to accommodate operational functions and lease agreement for the facility. The new barge will be outfitted with trailer/container modules containing tools and equipment for maintenance of the vessels. Shoreside facilities would include; a) water, sewer, power, and telecommunication connections, b) accessibility for deliveries, c) storage of large parts and supplies, d) close proximity to the passenger terminal located at pier 50 in downtown Seattle.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project completed. Disappropriating remaining budget.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** MD MOORAGE MAINTENANCE BARGE 1111734

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## MD W Sea Terminal Replacement 1129121

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3591 KC MARINE CONST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/17 - 12/31/20 | $1,500,000 | ($1,485,148) | $0 | $0 | $14,852 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,500,000** | **($1,485,148)** | **$0** | **$0** | **$14,852** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** MD W Sea Terminal Replacement 1129121

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $14,852 | $0 | $0 | $0 | $0 | $14,852 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$14,852** | **$0** | **$0** | **$0** | **$0** | **$14,852** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $1,500,000 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $14,852 | $0 | $14,852 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$14,852** | **$1,500,000** | **$14,852** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $1,500,000 | ($1,485,148) | $0 | $14,852 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($14,852) | $0 | $0 | ($14,852) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,485,148** | **($1,485,148)** | **$0** | **$0** |

## NARRATIVES

MD W Sea Terminal Replacement 1129121

### Current Scope

West Seattle Terminal Replacement - This project will plan, permit, design and construct a new West Seattle POF Terminal. The existing West Seattle Terminal location at Seacrest Dock is leased from the City of Seattle on a short term basis.

### 1. PROJECT SCOPE

West Seattle Terminal Replacement - This project will plan, permit, design and construct a new West Seattle POF Terminal. The existing West Seattle Terminal location at Seacrest Dock is leased from the City of Seattle on a short term basis.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project not started; cancelled. Disappropriating full budget.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** MD W Sea Terminal Replacement 1129121

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## MD W Sea Mobility Transit Hub 1133740

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3591 KC MARINE CONST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 11/01/18 - 12/31/20 | $750,000 | ($742,574) | $0 | $0 | $7,426 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$750,000** | **($742,574)** | **$0** | **$0** | **$7,426** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE MD W Sea Mobility Transit Hub 1133740

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $7,426 | $0 | $0 | $0 | $0 | $7,426 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$7,426** | **$0** | **$0** | **$0** | **$0** | **$7,426** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $750,000 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $7,426 | $0 | $7,426 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$7,426** | **$750,000** | **$7,426** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $750,000 | ($742,574) | $0 | $7,426 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($7,426) | $0 | $0 | ($7,426) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$742,574** | **($742,574)** | **$0** | **$0** |

## NARRATIVES

MD W Sea Mobility Transit Hub 1133740

### Current Scope

West Seattle Mobility Transit Hub– This project will plan, permit, design and construct a satellite mobility hub facility that will accommodate vehicle parking and transit bus/shuttles, bike and pedestrian access to support existing Water Taxi service operating at Seacrest Dock. This project is complementary to and independent of the proposed West Seattle Terminal Replacement project.

### 1. PROJECT SCOPE

West Seattle Mobility Transit Hub– This project will plan, permit, design and construct a satellite mobility hub facility that will accommodate vehicle parking and transit bus/shuttles, bike and pedestrian access to support existing Water Taxi service operating at Seacrest Dock. This project is complementary to and independent of the proposed West Seattle Terminal Replacement project.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project not started; disappropriating full budget. W. Seattle Marine Hub will be funded by Transit Infrastructure Capital Fund (3641). For 2021-2022, a request for $1.2M is submitted under project "1139239 MAR WS MOBIL TRANSIT HUB".

### 6. FUNDING AND REVENUE DISCUSSION

**NARRATIVES** MD W Sea Mobility Transit Hub 1133740

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC STRUCTURE SITE IMPROVEMENT 1037498

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC STRUCTURE SITE IMPROVEMENT |
| **Substantial Completion** | |
| **Location** | Projects are located throughout the Wastewater Treatment Division's facilities. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/01 - 12/31/22 | $2,143,021 | $651,749 | $805,148 | $988,185 | $4,588,103 |
| **2 Preliminary Design** 01/01/01 - 12/31/22 | $4,459,345 | $1,176,103 | $1,207,722 | $1,482,278 | $8,325,448 |
| **3 Final Design** 01/01/01 - 12/31/22 | $7,943,057 | $3,159,342 | $2,416,088 | $2,964,556 | $16,483,043 |
| **4 Implementation** 01/01/01 - 12/31/26 | $21,304,579 | $2,552,397 | $3,904,212 | $3,200,731 | $30,961,919 |
| **5 Closeout** 01/01/01 - 12/31/28 | $2,907,079 | $545,152 | $1,266,831 | $1,564,248 | $6,283,310 |
| **6 Acquisition** | $471 | $0 | $0 | $0 | $471 |
| **Total Budget** | **$38,757,550** | **$8,084,743** | **$9,600,001** | **$10,199,998** | **$66,642,292** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $8,084,744 | $9,600,000 | $10,200,000 | $27,884,744 |
| **Total Revenue** | **$8,084,744** | **$9,600,000** | **$10,200,000** | **$27,884,744** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC STRUCTURE SITE IMPROVEMENT 1037498

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $2,327,791 | $386,905 | $651,749 | $805,148 | $988,185 | $5,159,778 |
| 2 Prelim Design | $2,886,118 | $852,735 | $1,176,103 | $1,207,722 | $1,482,278 | $7,604,956 |
| 3 Final Design | $4,285,390 | $972,978 | $3,239,953 | $2,416,088 | $2,964,556 | $13,878,965 |
| 4 Implementation | $16,837,804 | $6,049,244 | $4,542,868 | $3,904,212 | $3,200,731 | $34,534,859 |
| 5 Closeout | $121,725 | $460,138 | $1,089,328 | $1,266,831 | $1,564,248 | $4,502,270 |
| 6 Acquisition | $961,464 | $0 | $0 | $0 | $0 | $961,464 |
| **Total Expense** | **$27,420,292** | **$8,722,000** | **$10,700,001** | **$9,600,001** | **$10,199,998** | **$66,642,292** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $5,291,395 | $2,665,854 | $2,143,021 | $2,714,696 |
| 2 Preliminary Design | $0 | $7,616,096 | $3,268,957 | $4,459,345 | $3,738,853 |
| 3 Final Design | $0 | $13,878,966 | $4,530,127 | $7,943,057 | $5,258,368 |
| 4 Implementation | $0 | $34,392,103 | $17,321,435 | $21,304,579 | $22,887,048 |
| 5 Closeout | $0 | $4,502,270 | $142,789 | $2,907,079 | $581,863 |
| 6 Acquisition | $0 | $961,464 | $970,740 | $471 | $961,464 |
| **Total** | **$0** | **$66,642,294** | **$28,899,902** | **$38,757,552** | **$36,142,292** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($571,676) | $651,749 | $651,749 | ($571,676) |
| 2 Preliminary Design | $720,492 | $1,176,103 | $1,176,103 | $720,492 |
| 3 Final Design | $2,684,689 | $3,159,342 | $3,239,953 | $2,604,078 |
| 4 Implementation | ($1,582,468) | $2,552,397 | $4,542,868 | ($3,572,939) |
| 5 Closeout | $2,325,215 | $545,152 | $1,089,328 | $1,781,039 |
| 6 Acquisition | ($960,994) | $0 | $0 | ($960,994) |
| **Total** | **$2,615,258** | **$8,084,743** | **$10,700,001** | **$0** |

**NARRATIVES** WTC STRUCTURE SITE IMPROVEMENT 1037498

## Current Scope

Structure Site Improvement - The Structures and Site Improvements Program includes projects that are focused on implementing modifications, improvements, or upgrades to the structures, buildings, and property owned by the Wastewater Treatment Division (WTD) necessary to meet operational needs. Other improvements may be required to bring the structures up to current code, increase safety, or minimize vandalism. The Roll-Up Project funds a number of subprojects that vary in value but are typically less than $2,500,000 total project cost. The number of subprojects fluctuates as projects are completed and new subprojects are added through the New Project Request process. As a result, subprojects contained within this Roll-Up Project are in various phases from planning, design and through construction. In addition, the Roll-Up project is sometimes used to initiate upgrade or replacement projects throughout the year that may later develop into stand alone projects with their own project numbers.

# Capital Appropriation Proposal



**NARRATIVES** WTC STRUCTURE SITE IMPROVEMENT 1037498

## 1. PROJECT SCOPE

Structure Site Improvement - The Structures and Site Improvements Program includes projects that are focused on implementing modifications, improvements, or upgrades to the structures, buildings, and property owned by the Wastewater Treatment Division (WTD) necessary to meet operational needs. Other improvements may be required to bring the structures up to current code, increase safety, or minimize vandalism. The Roll-Up Project funds a number of subprojects that vary in value but are typically less than $2,500,000 total project cost. The number of subprojects fluctuates as projects are completed and new subprojects are added through the New Project Request process. As a result, subprojects contained within this Roll-Up Project are in various phases from planning, design and through construction. In addition, the Roll-Up project is sometimes used to initiate upgrade or replacement projects throughout the year that may later develop into stand alone projects with their own project numbers.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Subprojects included in this Roll-Up project serve several purposes such as to refurbish, modify, upgrade or replace miscellaneous components on WTD owned sites, structures and/or facilities. The subprojects provide benefits in several areas such as increased reliability and safety, meeting current codes and regulations and replacing assets that have reached the end of their useful lives.

## 4. PROJECT BENEFITS/OUTCOMES

This Roll-Up project allows WTD to provide a broad array of improvements, modifications or upgrades to facilities and property owned by WTD. These projects provide benefits in several key areas such as: 1. Increased safety and security for operators and the public. 2. Meeting current codes and regulations. 3. Increased reliability of facility components.

## 5. BUDGET REQUEST BASIS

This is an ongoing program that funds multiple subprojects in all phases of project delivery. The total request is based on a combination of current existing subprojects, pending expected subprojects, and an analysis of historical program spending. The requested budget will fund structural and safety improvements to WTD buildings for operational needs including walkway and access replacements and gate refurbishments.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

See individual subprojects for specific information.

## 8. PROJECT STATUS

The work of this project is ongoing, see individual subprojects for specific details.

## 9. ALTERNATIVES ANALYSIS

See individual subprojects for specific information.

## 10. OTHER AGENCY INVOLVEMENT

See individual subprojects for specific information.

## 11. ART ELIGIBILITY

Project is for equipment or component replacement and refurbishment or improvements to facilities or properties, see individual subprojects for specific information and eligibility for Arts funding.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Subprojects will use WTD ESJ evaluation processes as part of project delivery. We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan.

# Capital Appropriation Proposal



**NARRATIVES** WTC STRUCTURE SITE IMPROVEMENT 1037498

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Subprojects will strive for the Platinum level on their Sustainability Scorecards by considering energy efficiency, water conservation, use of sustainable materials, environmental health, community quality of life, equity and social justice. Subprojects will also maximize construction and demolition waste diversion from landfills by striving for an 80% - 85% diversion rate. These actions contribute to SCAP Green Building Goal Area targets and strategies.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC BIOSOLIDS TRANSP 1037513

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | South and West Point Treatment Plants |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $114,466 | $0 | $0 | $0 | $114,466 |
| **2 Preliminary Design** | $86,132 | $0 | $0 | $0 | $86,132 |
| **3 Final Design** | $148,285 | $0 | $0 | $0 | $148,285 |
| **4 Implementation** 01/01/08 - 12/31/22 | $7,821,639 | $0 | $982,400 | $1,926,445 | $10,730,484 |
| **5 Closeout** | $91,336 | $0 | $0 | $37,940 | $129,276 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$8,261,859** | **$0** | **$982,400** | **$1,964,385** | **$11,208,644** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $982,400 | $1,964,385 | $2,946,785 |
| **Total Revenue** | **$0** | **$982,400** | **$1,964,385** | **$2,946,785** |

### EXPENSE WTC BIOSOLIDS TRANSP 1037513

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $175,369 | $0 | $0 | $0 | $0 | $175,369 |
| **2 Prelim Design** | $157,920 | $0 | $0 | $0 | $0 | $157,920 |
| **3 Final Design** | $150,062 | $0 | $0 | $0 | $0 | $150,062 |
| **4 Implementation** | $4,042,393 | $618,397 | $2,047,694 | $1,936,187 | $2,011,044 | $10,655,715 |
| **5 Closeout** | $1,327 | $20,000 | $0 | $0 | $37,940 | $59,267 |
| **6 Acquisition** | $10,311 | $0 | $0 | $0 | $0 | $10,311 |
| **Total Expense** | **$4,537,383** | **$638,397** | **$2,047,694** | **$1,936,187** | **$2,048,984** | **$11,208,645** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $175,369 | $178,350 | $114,466 | $175,369 |
| 2 Preliminary Design | $0 | $157,920 | $157,920 | $86,132 | $157,920 |
| 3 Final Design | $0 | $150,062 | $152,212 | $148,285 | $150,062 |
| 4 Implementation | $0 | $10,655,715 | $4,411,610 | $7,821,639 | $4,660,790 |
| 5 Closeout | $0 | $59,268 | $1,327 | $91,336 | $21,327 |
| 6 Acquisition | $0 | $10,311 | $10,311 | $1 | $10,311 |
| **Total** | **$0** | **$11,208,645** | **$4,911,730** | **$8,261,859** | **$5,175,779** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($60,903) | $0 | $0 | ($60,903) |
| 2 Preliminary Design | ($71,788) | $0 | $0 | ($71,788) |
| 3 Final Design | ($1,777) | $0 | $0 | ($1,777) |
| 4 Implementation | $3,160,849 | $0 | $2,047,694 | $1,113,155 |
| 5 Closeout | $70,009 | $0 | $0 | $70,009 |
| 6 Acquisition | ($10,310) | $0 | $0 | ($10,310) |
| **Total** | **$3,086,080** | **$0** | **$2,047,694** | **$1,038,386** |

## NARRATIVES WTC BIOSOLIDS TRANSP 1037513

### Current Scope

Biosolids Transportation - This program is necessary to ensure biosolids equipment is consistently available. The dump trucks and associated equipment are used to haul biosolids, grit, screenings and liquids from the treatment plants to the appropriate sites. During the useful life of the equipment, major rehabilitation or replacement may be required.

### 1. PROJECT SCOPE

Biosolids Transportation - This program is necessary to ensure biosolids equipment is consistently available. The dump trucks and associated equipment are used to haul biosolids, grit, screenings and liquids from the treatment plants to the appropriate sites. During the useful life of the equipment, major rehabilitation or replacement may be required.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The treatment plants require biosolids transportation equipment ready and available at all times. The equipment provides biosolids trucking storage for the treatment plants when weather related events occur. We need flexibility to manage and maintain equipment for distribution and application.

### 4. PROJECT BENEFITS/OUTCOMES

It is in the best interest of ratepayer dollars to beneficially reuse biosolids. While biosolids beneficial reuse is mandated under state law, biosolids serve the mission of WTD through environmental best practices by enhancing wildlife habitat, soil restoration and carbon sequestrations.

### 5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project spending and budget carryover amount.

**NARRATIVES** WTC BIOSOLIDS TRANSP 1037513

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

None.

## 8. PROJECT STATUS

This project is ongoing.

## 9. ALTERNATIVES ANALYSIS

N/A - WTD must put all biosolids to beneficial reuse per the Washington State Department of Ecology,

## 10. OTHER AGENCY INVOLVEMENT

King County Fleet and Washington State Department of Ecology

## 11. ART ELIGIBILITY

Project is for equipment replacement.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Choices of truck technology and driving techniques have impacts on the communities trucks pass through. Trucks can impact communities through noise, speed, emissions, and traffic. In implementing this project, we will consider any impacts of truck technologies on surrounding communities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will reduce fuel consumption in Loop trucks through the purchase of equipment that can be installed on Loop trucks that tells drivers how to drive trucks optimally. This will further the SCAP Transportation and Land Use Goal Area target of King County reducing normalized energy use in its vehicle operations (excluding Metro Transit fleet vehicles) by at least 10% by 2020, compared to a 2014 baseline. Progress towards the target will be measured by tracking Loop truck fuel use and mileage.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC CAPITAL PROJECT OVERSIGHT 1037549

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $142,567 | $0 | $0 | $0 | $142,567 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $200,340 | $0 | $0 | $0 | $200,340 |
| **4 Implementation** 01/01/21 - 12/31/22 | $2,167,564 | $410,945 | $0 | $0 | $2,578,509 |
| **5 Closeout** | $31,716 | $0 | $0 | $0 | $31,716 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$2,542,189** | **$410,945** | **$0** | **$0** | **$2,953,134** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $410,945 | $0 | $0 | $410,945 |
| **Total Revenue** | **$410,945** | **$0** | **$0** | **$410,945** |

### EXPENSE WTC CAPITAL PROJECT OVERSIGHT 1037549

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $871,600 | $0 | $0 | $0 | $0 | $871,600 |
| **2 Prelim Design** | $361 | $0 | $0 | $0 | $0 | $361 |
| **3 Final Design** | $340 | $0 | $0 | $0 | $0 | $340 |
| **4 Implementation** | $1,494,092 | $0 | $410,495 | $0 | $0 | $1,904,587 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,366,393** | **$0** | **$410,495** | **$0** | **$0** | **$2,776,888** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $871,600 | $142,567 | $871,600 |
| 2 Preliminary Design | $0 | $0 | $361 | $1 | $361 |
| 3 Final Design | $0 | $0 | $340 | $200,340 | $340 |
| 4 Implementation | $0 | $0 | $1,494,092 | $2,167,564 | $1,494,092 |
| 5 Closeout | $0 | $0 | $0 | $31,716 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$0** | **$2,366,393** | **$2,542,189** | **$2,366,393** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($729,033) | $0 | $0 | ($729,033) |
| 2 Preliminary Design | ($360) | $0 | $0 | ($360) |
| 3 Final Design | $200,000 | $0 | $0 | $200,000 |
| 4 Implementation | $673,472 | $410,945 | $410,495 | $673,922 |
| 5 Closeout | $31,716 | $0 | $0 | $31,716 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$175,796** | **$410,945** | **$410,495** | **$176,246** |

## NARRATIVES

WTC CAPITAL PROJECT OVERSIGHT 1037549

### Current Scope

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 1. PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Budget appropriation supports cost of Capital Project Oversight work of Capital Projects by King County Auditor

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** WTC CAPITAL PROJECT OVERSIGHT 1037549

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WATER QUALITY CAP OUTLAY 1037765

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $306,187 | $0 | $0 | $0 | $306,187 |
| **2 Preliminary Design** | $6,956 | $0 | $0 | $0 | $6,956 |
| **3 Final Design** | $54,825 | $0 | $0 | $0 | $54,825 |
| **4 Implementation** 01/01/01 - 12/31/26 | $15,135,443 | $0 | $1,124,724 | $0 | $16,260,167 |
| **5 Closeout** | $60,891 | $0 | $0 | $0 | $60,891 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$15,564,303** | **$0** | **$1,124,724** | **$0** | **$16,689,027** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $1,124,724 | $0 | $1,124,724 |
| **Total Revenue** | **$0** | **$1,124,724** | **$0** | **$1,124,724** |

### EXPENSE WTC WATER QUALITY CAP OUTLAY 1037765

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $385,062 | $0 | $0 | $0 | $0 | $385,062 |
| **2 Prelim Design** | $6,956 | $0 | $0 | $0 | $0 | $6,956 |
| **3 Final Design** | $54,774 | $0 | $0 | $0 | $0 | $54,774 |
| **4 Implementation** | $13,196,978 | $558,496 | $1,167,758 | $1,238,875 | $0 | $16,162,107 |
| **5 Closeout** | $80,129 | $0 | $0 | $0 | $0 | $80,129 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$13,723,898** | **$558,496** | **$1,167,758** | **$1,238,875** | **$0** | **$16,689,027** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $385,062 | $385,062 | $306,187 | $385,062 |
| 2 Preliminary Design | $0 | $6,956 | $6,956 | $6,956 | $6,956 |
| 3 Final Design | $0 | $54,774 | $54,774 | $54,825 | $54,774 |
| 4 Implementation | $0 | $16,162,107 | $13,357,006 | $15,135,443 | $13,755,474 |
| 5 Closeout | $0 | $80,129 | $80,129 | $60,891 | $80,129 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$16,689,028** | **$13,883,927** | **$15,564,303** | **$14,282,395** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($78,875) | $0 | $0 | ($78,875) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $51 | $0 | $0 | $51 |
| 4 Implementation | $1,379,969 | $0 | $1,167,758 | $212,211 |
| 5 Closeout | ($19,238) | $0 | $0 | ($19,238) |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$1,281,908** | **$0** | **$1,167,758** | **$114,150** |

## NARRATIVES

WTC WATER QUALITY CAP OUTLAY 1037765

### Current Scope

Water Quality Capital Outlay - This project funds the replacement or purchase of capital equipment or rolling stock for the plant, operations, and engineering staff, which has not been budgeted in a capital project and is a discrete purchase wherein the scope is not conducive to a minor asset management (MAM) project.

### 1. PROJECT SCOPE

Water Quality Capital Outlay - This project funds the replacement or purchase of capital equipment or rolling stock for the plant, operations, and engineering staff, which has not been budgeted in a capital project and is a discrete purchase wherein the scope is not conducive to a minor asset management (MAM) project.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The complexity and breadth of WTD operations requires the reasonable ability to respond to capital equipment and rolling stock needs with agility. This project protects that important function and allows for flexibility.

### 4. PROJECT BENEFITS/OUTCOMES

Allows for flexibility and agility in the replacement of small capital assets throughout the year equating to less downtime for operations.

### 5. BUDGET REQUEST BASIS

Annual budgets are based on planned capital outlays and replacement cost estimates.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC WATER QUALITY CAP OUTLAY 1037765

## 7. OPERATING BUDGET AND OTHER IMPACTS

If applicable, the operating budget is updated to reflect impact of equipment purchases. In most cases, there are no significant impacts to replacing existing equipment.

## 8. PROJECT STATUS

This project is ongoing.

## 9. ALTERNATIVES ANALYSIS

Equipment purchaser evaluates each purchase according to established County policies to insure proper policies and procedures are followed.

## 10. OTHER AGENCY INVOLVEMENT

None.

## 11. ART ELIGIBILITY

Equipment purchase and replacements are not art eligible.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is for equipment purchasing and is not expected to directly and significantly further a goal of the SCAP. If equipment purchase has potentially significant SCAP impacts, WTD staff with SCAP knowledge will be consulted so asset purchase is consistent with current policies. If equipment purchase has potentially significant Green Building impacts, WTD staff with Green Building knowledge will be consulted so asset purchase is consistent with current policies.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC BIOSOLIDS SITE DEVELOPMENT 1037767

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2017 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $74,241 | $0 | $0 | $0 | $74,241 |
| **2 Preliminary Design** | $2,304 | $0 | $0 | $0 | $2,304 |
| **3 Final Design** | $50,526 | $0 | $0 | $0 | $50,526 |
| **4 Implementation** 01/01/02 - 01/31/22 | $8,867,453 | $878,989 | $1,158,292 | $1,204,265 | $12,108,999 |
| **5 Closeout** | $15,615 | $0 | $0 | $37,511 | $53,126 |
| **6 Acquisition** | $238 | $0 | $0 | $0 | $238 |
| **Total Budget** | **$9,010,377** | **$878,989** | **$1,158,292** | **$1,241,776** | **$12,289,434** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $878,989 | $1,158,292 | $1,241,776 | $3,279,057 |
| **Total Revenue** | **$878,989** | **$1,158,292** | **$1,241,776** | **$3,279,057** |

### EXPENSE WTC BIOSOLIDS SITE DEVELOPMENT 1037767

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $88,296 | $0 | $0 | $0 | $0 | $88,296 |
| **2 Prelim Design** | $34,396 | $0 | $0 | $0 | $0 | $34,396 |
| **3 Final Design** | $50,526 | $0 | $0 | $0 | $0 | $50,526 |
| **4 Implementation** | $8,173,354 | $497,294 | $1,045,256 | $1,158,292 | $1,204,265 | $12,078,461 |
| **5 Closeout** | $6 | $0 | $0 | $0 | $37,511 | $37,517 |
| **6 Acquisition** | $238 | $0 | $0 | $0 | $0 | $238 |
| **Total Expense** | **$8,346,815** | **$497,294** | **$1,045,256** | **$1,158,292** | **$1,241,776** | **$12,289,433** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $88,296 | $88,296 | $74,241 | $88,296 |
| 2 Preliminary Design | $0 | $34,396 | $34,396 | $2,304 | $34,396 |
| 3 Final Design | $0 | $50,526 | $50,526 | $50,526 | $50,526 |
| 4 Implementation | $0 | $12,078,462 | $8,347,735 | $8,867,453 | $8,670,648 |
| 5 Closeout | $0 | $37,516 | $6 | $15,615 | $6 |
| 6 Acquisition | $0 | $238 | $238 | $238 | $238 |
| **Total** | **$0** | **$12,289,434** | **$8,521,197** | **$9,010,377** | **$8,844,110** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($14,055) | $0 | $0 | ($14,055) |
| 2 Preliminary Design | ($32,092) | $0 | $0 | ($32,092) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $196,805 | $878,989 | $1,045,256 | $30,538 |
| 5 Closeout | $15,609 | $0 | $0 | $15,609 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$166,267** | **$878,989** | **$1,045,256** | **$0** |

## NARRATIVES

WTC BIOSOLIDS SITE DEVELOPMENT 1037767

### Current Scope

Biosolids Site Development - Work under this project provides planning, engineering, and geographic information systems services in support of the WTD biosolids forestry application program. It also provides funds for improvements to forestry sites to allow biosolids application; namely, the construction and reconstruction of trails/roads used by the application equipment.

### 1. PROJECT SCOPE

Biosolids Site Development - Work under this project provides planning, engineering, and geographic information systems services in support of the WTD biosolids forestry application program. It also provides funds for improvements to forestry sites to allow biosolids application; namely, the construction and reconstruction of trails/roads used by the application equipment.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Work under this project provides planning, engineering, and geographic information systems services in support of the WTD biosolids forestry application program. It also provides funds for improvements to forestry sites to allow biosolids application; namely, the construction and reconstruction of trails/roads used by the application equipment.

### 4. PROJECT BENEFITS/OUTCOMES

Project enables beneficial use of biosolids on an ongoing basis. The County benefits by using the nutrient rich product of our resource recovery process to grow timber in western Washington. This satisfies the Washington Department of Ecology's mandate to use all biosolids beneficially.

### 5. BUDGET REQUEST BASIS

This is an ongoing project without typical phases. Multiple phases are concurrent and ongoing. The requested budget will be used to fund ongoing planning, engineering, and GIS services and the construction of improvements to various biosolids forestry sites. Improvements include features like trails and roads that will be used for access by biosolids application equipment.

**NARRATIVES** WTC BIOSOLIDS SITE DEVELOPMENT 1037767

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

None.

## 8. PROJECT STATUS

This project is ongoing.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

None.

## 11. ART ELIGIBILITY

Project is for asset replacement and refurbishment.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. All site development is in rural, forested areas a minimum of 0.25 miles (often further) from the nearest residence. All sites are several miles away from towns or urban centers. Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Section 1, Goal Area 5 (Forests and Agriculture) of the SCAP states that King County's sustainable agriculture and forestry practices include improving soils. Specifically, "the Wastewater Treatment Division uses its soil amendment Loop biosolids on private and state-managed forests in King County to increase tree growth, store carbon in forest soils, and replace use of fossil fuel-based fertilizers" (SCAP pg. 90). This capital project provides key support to the application of Loop biosolids to forest lands. Progress will be measured by tracking the amount of Loop that is applied to forest lands, the acreage of forest lands to which Loop is applied, and the carbon sequestration associated with the application of Loop to forest lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC AGRICULTURAL EQUIPMENT 1037768

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $11,481 | $0 | $0 | $0 | $11,481 |
| **2 Preliminary Design** | $793 | $0 | $0 | $0 | $793 |
| **3 Final Design** | $11,158 | $0 | $0 | $0 | $11,158 |
| **4 Implementation** 01/01/05 - 12/28/22 | $2,618,854 | $0 | $0 | $34,437 | $2,653,291 |
| **5 Closeout** | $3 | $0 | $0 | $0 | $3 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$2,642,290** | **$0** | **$0** | **$34,437** | **$2,676,727** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $0 | $34,437 | $34,437 |
| **Total Revenue** | **$0** | **$0** | **$34,437** | **$34,437** |

### EXPENSE WTC AGRICULTURAL EQUIPMENT 1037768

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $11,481 | $0 | $0 | $0 | $0 | $11,481 |
| **2 Prelim Design** | $793 | $0 | $0 | $0 | $0 | $793 |
| **3 Final Design** | $11,158 | $0 | $0 | $0 | $0 | $11,158 |
| **4 Implementation** | $2,140,291 | $66,950 | $139,985 | $148,511 | $157,555 | $2,653,292 |
| **5 Closeout** | $2 | $0 | $0 | $0 | $0 | $2 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,163,725** | **$66,950** | **$139,985** | **$148,511** | **$157,555** | **$2,676,726** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $11,481 | $11,481 | $11,481 | $11,481 |
| 2 Preliminary Design | $0 | $793 | $793 | $793 | $793 |
| 3 Final Design | $0 | $11,158 | $11,158 | $11,158 | $11,158 |
| 4 Implementation | $0 | $2,653,293 | $2,140,291 | $2,618,854 | $2,207,241 |
| 5 Closeout | $0 | $2 | $2 | $3 | $2 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$2,676,727** | **$2,163,725** | **$2,642,290** | **$2,230,675** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $411,613 | $0 | $139,985 | $271,628 |
| 5 Closeout | $1 | $0 | $0 | $1 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$411,615** | **$0** | **$139,985** | **$271,630** |

## NARRATIVES WTC AGRICULTURAL EQUIPMENT 1037768

### Current Scope

Agricultural Equipment - This project funds the purchase, refurbishment and/or replacement of machinery and equipment used in biosolids land application operations on farmland for soil conditioning and fertilization purposes. Project operations occur year-round, 365 days a year. Primary equipment used for land application of biosolids includes tractors, manure spreaders, wheeled front loaders, water tankers, road grader, service trucks, dump trucks, UTV soil sampler, and a subsoiler. Since 1992, the Wastewater Treatment Division (WTD) has had a successful contractual working public-private partnership with Boulder Park, Inc. and over 100 cooperative landowners and farmers making 90,000 acres of dryland grain crops available to WTD for biosolids land application. The schedule reflects project activity that is comprised of numerous refurbishments and replacements, each of which may be in a different phase.

### 1. PROJECT SCOPE

Agricultural Equipment - This project funds the purchase, refurbishment and/or replacement of machinery and equipment used in biosolids land application operations on farmland for soil conditioning and fertilization purposes. Project operations occur year-round, 365 days a year. Primary equipment used for land application of biosolids includes tractors, manure spreaders, wheeled front loaders, water tankers, road grader, service trucks, dump trucks, UTV soil sampler, and a subsoiler. Since 1992, the Wastewater Treatment Division (WTD) has had a successful contractual working public-private partnership with Boulder Park, Inc. and over 100 cooperative landowners and farmers making 90,000 acres of dryland grain crops available to WTD for biosolids land application. The schedule reflects project activity that is comprised of numerous refurbishments and replacements, each of which may be in a different phase.

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC AGRICULTURAL EQUIPMENT 1037768

## 3. PROJECT JUSTIFICATION

This major biosolids land application project currently recycles the majority of King County's Class B biosolids produced by its three wastewater treatment facilities. This project is essential for continuous removal and transfer of dewatered biosolids from our treatment plants to eastern Washington farmland where biosolids are utilized for beneficial reuse. The project operations occur year-round as King County hauls approximately 150-400 wet tons of biosolids to eastern Washington each day. King County's ownership of application equipment ensures that our application costs remain low, reduces equipment/operational downtime, and provides control over the quality of the project.

## 4. PROJECT BENEFITS/OUTCOMES

This project helps ensure that King County's three wastewater treatment facilities continue uninterrupted operations by providing agricultural sites for delivery and beneficial use of the County's dewatered biosolids. The project also meets Washington State Department of Ecology's rule in Chapter 173-308-010(2)(a) WAC that encourages "maximum beneficial use of biosolids" as biosolids are recognized by the state of Washington as a "valuable commodity" per Chapter 173-308-060 WAC.

## 5. BUDGET REQUEST BASIS

This appropriation request is based on an analysis of project spending and budget carryforward.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project funds the purchase and replacement of essential biosolids agricultural equipment. Prompt replacement of these assets lowers long term maintenance costs and minimizes equipment downtime for the on-going, 365 days per year operations.

## 8. PROJECT STATUS

This project is on-going with operations occurring 365 days a year.

## 9. ALTERNATIVES ANALYSIS

This project funds the replacement of equipment and therefore does not require an alternatives analysis.

## 10. OTHER AGENCY INVOLVEMENT

This project supports WTD's contract with Boulder Park Incorporated (BPI).

## 11. ART ELIGIBILITY

Replaces existing equipment.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project strives to eliminate inequity and discrimination. The Boulder Park project takes place in rural Douglas County, Washington where local labor is always utilized and parts/supplies are purchased locally as much as possible. In addition the project serves local farming communities to provides a beneficial and affordable product to grow crops.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Section 1, Goal Area 5 (Forests and Agriculture) of the SCAP states that King County's sustainable agriculture and forestry practices include improving soils. This project provides key support to the application of Loop biosolids to agricultural lands. Progress will be measured by tracking the amount of Loop that is applied to agricultural lands and the carbon sequestration associated with the application of Loop to agricultural lands. This project funds the replacement of essential equipment that ensures WTD meets the Department of Ecology's 100% beneficial use requirement for biosolids. The funding has also provided equipment such as hybrid front loaders (2) that use newer technology that is more fuel efficient and reduces emissions.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** WTC AGRICULTURAL EQUIPMENT 1037768

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC CONVEYANCE SYS IMPROVEMENT 1037789

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC CONVEYANCE SYS IMPROVEMENT |
| **Substantial Completion** | |
| **Location** | Throughout regional wastewater conveyance system. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $49,784,566 | $0 | $0 | $0 | $49,784,566 |
| **2 Preliminary Design** | $6,228,234 | $2,308,568 | $0 | $0 | $8,536,802 |
| **3 Final Design** | $10,178,867 | $1,115,025 | $3,749,338 | $347,904 | $15,391,134 |
| **4 Implementation** | $38,915,900 | $3,550,096 | $3,449,301 | $6,735,549 | $52,650,846 |
| **5 Closeout** | $622,965 | $33,783 | $85,536 | $763,149 | $1,505,433 |
| **6 Acquisition** | $66 | $0 | $0 | $0 | $66 |
| **Total Budget** | **$105,730,598** | **$7,007,472** | **$7,284,175** | **$7,846,602** | **$127,868,847** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $7,007,472 | $7,284,175 | $7,846,601 | $22,138,248 |
| **Total Revenue** | **$7,007,472** | **$7,284,175** | **$7,846,601** | **$22,138,248** |

### EXPENSE WTC CONVEYANCE SYS IMPROVEMENT 1037789

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $68,332,053 | $886,319 | $0 | $0 | $0 | $69,218,372 |
| **2 Prelim Design** | $2,025,994 | $443,159 | $2,308,568 | $0 | $0 | $4,777,721 |
| **3 Final Design** | $7,904,138 | $0 | $1,115,025 | $3,749,338 | $347,904 | $13,116,405 |
| **4 Implementation** | $18,800,599 | $3,489,383 | $6,088,118 | $3,449,301 | $6,735,549 | $38,562,950 |
| **5 Closeout** | $137,984 | $6,242 | $33,783 | $85,536 | $763,149 | $1,026,694 |
| **6 Acquisition** | $1,166,705 | $0 | $0 | $0 | $0 | $1,166,705 |
| **Total Expense** | **$98,367,472** | **$4,825,103** | **$9,545,494** | **$7,284,175** | **$7,846,602** | **$127,868,846** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $69,218,372 | $68,974,845 | $49,784,566 | $69,218,372 |
| 2 Preliminary Design | $0 | $4,777,721 | $2,078,034 | $6,228,234 | $2,469,153 |
| 3 Final Design | $0 | $13,116,404 | $7,913,169 | $10,178,867 | $7,904,138 |
| 4 Implementation | $0 | $38,562,950 | $19,852,898 | $38,915,900 | $22,289,982 |
| 5 Closeout | $0 | $1,026,693 | $137,984 | $622,965 | $144,226 |
| 6 Acquisition | $0 | $1,166,705 | $1,166,705 | $66 | $1,166,705 |
| **Total** | **$0** | **$127,868,845** | **$100,123,635** | **$105,730,598** | **$103,192,576** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($19,433,806) | $0 | $0 | ($19,433,806) |
| 2 Preliminary Design | $3,759,081 | $2,308,568 | $2,308,568 | $3,759,081 |
| 3 Final Design | $2,274,729 | $1,115,025 | $1,115,025 | $2,274,729 |
| 4 Implementation | $16,625,918 | $3,550,096 | $6,088,118 | $14,087,896 |
| 5 Closeout | $478,739 | $33,783 | $33,783 | $478,739 |
| 6 Acquisition | ($1,166,639) | $0 | $0 | ($1,166,639) |
| **Total** | **$2,538,022** | **$7,007,472** | **$9,545,494** | **$0** |

## NARRATIVES

WTC CONVEYANCE SYS IMPROVEMENT 1037789

### Current Scope

Conveyance System Improvement - Conveyance system improvement planning is driven by the Regional Wastewater Service Plan's (RWSP) adopted conveyance standard of being able to convey the 20-year peak flow. For purposes of constructing facilities to meet future demand, the design standard used for planning new conveyance facilities is to accommodate the 20-year peak flow as projected in 2060. The year 2060 is based on 50 year planning horizon. A 50 year planning horizon is considered as a reasonable timeframe for modeling future wastewater flows. The 1037789 project budget is a roll-up of sub-projects covering everything from staff labor to future capital projects and other expenses incurred to perform conveyance planning for the region. The Conveyance System Improvement (CSI) project provides an opportunity for the County and local agencies to jointly address common conveyance issues, leverage available resources, and minimize customer disruption. The County values and encourages local sewer agency involvement as planning in the wastewater service area moves forward. Project schedule dates reflect the activities of multiple sub-projects.

### 1. PROJECT SCOPE

Conveyance System Improvement - Conveyance system improvement planning is driven by the Regional Wastewater Service Plan's (RWSP) adopted conveyance standard of being able to convey the 20-year peak flow. For purposes of constructing facilities to meet future demand, the design standard used for planning new conveyance facilities is to accommodate the 20-year peak flow as projected in 2060. The year 2060 is based on 50 year planning horizon. A 50 year planning horizon is considered as a reasonable timeframe for modeling future wastewater flows. The 1037789 project budget is a roll-up of sub-projects covering everything from staff labor to future capital projects and other expenses incurred to perform conveyance planning for the region. The Conveyance System Improvement (CSI) project provides an opportunity for the County and local agencies to jointly address common conveyance issues, leverage available resources, and minimize customer disruption. The County values and encourages local sewer agency involvement as planning in the wastewater service area moves forward. Project schedule dates reflect the activities of multiple sub-projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC CONVEYANCE SYS IMPROVEMENT 1037789

## 3. PROJECT JUSTIFICATION

Conveyance system improvement planning is necessary to identify and address capacity needs in the system as the region grows over time. King County is responsible for conveying and treating wastewater collected by 34 local sewer agencies in the King County region. King County operates the regional wastewater system under a Washington State Department of Ecology issued National Pollutant Elimination Discharge System (NPDES) permit. The NPDES permit does not allow overflows from the separated conveyance system. The County is engaged in a multi-year, multidisciplinary effort called the Conveyance System Improvements (CSI) project. This project is focused on upgrading and improving the existing regional conveyance system and planning for future conveyance capacity needs to avoid overflows from the separated conveyance system. The County's regional conveyance system consists of interceptor sewers, pump stations, forcemains, regulators, and tunnels that transport wastewater from local sewers to the County's regional secondary treatment plants. The CSI project is integrated with other King County programs including the Infiltration/Inflow (I/I) Control Program, the Combined Sewer Overflow (CSO) Program, and the Major Capital Improvement Program (MCIP).

## 4. PROJECT BENEFITS/OUTCOMES

The CSI Program protects public health and the environment by tracking capacity in the separated portion of the regional wastewater conveyance system. The program identifies areas of the system with limited capacity and recommends projects to increase the capacity. The activities carried out by the CSI Program prevent overflows and backups in the regional wastewater system.

## 5. BUDGET REQUEST BASIS

This is an ongoing program that funds multiple subprojects. The requested budget will fund activities to inform and conduct comprehensive planning activities to meet RWSP requirements for the separated sewer system. These include the collection and analysis of flow data, GIS mapping and analysis, planning studies, and the problem definition for future CSI capital projects. The next CSI program update is anticipated to be completed by 2017. This funding supports the necessary data gathering and analyses that must be completed as part of a mult-year effort that will inform the next CSI update.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Not applicable to this programmatic project.

## 8. PROJECT STATUS

This program is ongoing.

## 9. ALTERNATIVES ANALYSIS

Not applicable to this programmatic project.

## 10. OTHER AGENCY INVOLVEMENT

Wastewater Treatment Division Planning staff coordinate closely with cities and sewer districts on all aspect of conveyance system planning. Examples of coordination include sharing flow forecast data and results, obtaining input on project prioritization, and early consultation on project initiation.

## 11. ART ELIGIBILITY

This project is for conveyance system capital planning, project identification and initiation.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

ESJ considerations are reviewed in the planning process. We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

SCAP goals and targets are typically considered in the planning efforts of new projects.

# Capital Appropriation Proposal



**NARRATIVES** WTC CONVEYANCE SYS IMPROVEMENT 1037789

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC LOCAL SYST I AND I CONTROL 1037808

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Throughout the seperated portion of the regional wastewater conveyance system. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/00 - 12/31/23 | $5,464,959 | $0 | $0 | $0 | $5,464,959 |
| **2 Preliminary Design** | $20,925,665 | $654,844 | $0 | $0 | $21,580,509 |
| **3 Final Design** | $1,124,499 | $910,073 | $1,158,885 | $58,111 | $3,251,568 |
| **4 Implementation** | $14,353,634 | $0 | $0 | $619,750 | $14,973,384 |
| **5 Closeout** | $100,110 | $0 | $0 | $29,927 | $130,037 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$41,968,868** | **$1,564,917** | **$1,158,885** | **$707,788** | **$45,400,458** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $1,564,917 | $1,158,885 | $707,788 | $3,431,590 |
| **Total Revenue** | **$1,564,917** | **$1,158,885** | **$707,788** | **$3,431,590** |

### EXPENSE WTC LOCAL SYST I AND I CONTROL 1037808

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $6,670,238 | $73,577 | $0 | $0 | $0 | $6,743,815 |
| **2 Prelim Design** | $20,657,048 | $308,653 | $654,843 | $0 | $0 | $21,620,544 |
| **3 Final Design** | $381,862 | $66,102 | $911,420 | $1,158,885 | $58,111 | $2,576,380 |
| **4 Implementation** | $13,793,139 | $7,997 | $0 | $0 | $619,750 | $14,420,886 |
| **5 Closeout** | $6,240 | $2,666 | $0 | $0 | $29,927 | $38,833 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$41,508,527** | **$458,995** | **$1,566,263** | **$1,158,885** | **$707,788** | **$45,400,458** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $6,743,815 | $6,840,880 | $5,464,959 | $6,743,815 |
| **2 Preliminary Design** | $0 | $21,620,546 | $20,657,048 | $20,925,665 | $20,965,701 |
| **3 Final Design** | $0 | $2,576,380 | $381,862 | $1,124,499 | $447,964 |
| **4 Implementation** | $0 | $14,420,885 | $13,793,139 | $14,353,634 | $13,801,136 |
| **5 Closeout** | $0 | $38,832 | $6,240 | $100,110 | $8,906 |
| **6 Acquisition** | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$45,400,458** | **$41,679,169** | **$41,968,868** | **$41,967,522** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | ($1,278,856) | $0 | $0 | ($1,278,856) |
| **2 Preliminary Design** | ($40,036) | $654,844 | $654,843 | ($40,035) |
| **3 Final Design** | $676,535 | $910,073 | $911,420 | $675,188 |
| **4 Implementation** | $552,498 | $0 | $0 | $552,498 |
| **5 Closeout** | $91,204 | $0 | $0 | $91,204 |
| **6 Acquisition** | $1 | $0 | $0 | $1 |
| **Total** | **$1,346** | **$1,564,917** | **$1,566,263** | **$0** |

## NARRATIVES

WTC LOCAL SYST I AND I CONTROL 1037808

### Current Scope

Local System Infiltration and Inflow (I/I) Control - The scope of this project is to implement the Regional Infiltration and Inflow (I/I) Control Program. The Program is being reviewed and re-evaluated based on the results and lessons learned from the initial I/I control projects completed through project 1037518 as well as subsequent local agency input. The approach to the review and re-evaluation was developed by WTD and the local agencies that collect and deliver wastewater to the regional conveyance system. The scope is to evaluate concepts for I/I reduction programs that comprehensively reduce I/I through the separate sewer portion of the regional wastewater system and to inform the region on future steps for the program. Phase 1 of the work evaluated a range of concepts and resulted in the recommendation to focus on the three concepts of 1) common regional sewer standards, 2) sewer inspector training and certification program and 3) private side sewer inspection program with financial assistance. These three concepts will be further described and evaluated in Phase 2 which is currently underway. Based on outcomes of this work, implementation planning and/or implementation of one or more of these concepts is assumed in 2021-2022 as follows: * Regional sewer standards are expected to be implemented by the local agencies with some additional coordination by WTD. * Sewer inspector training and certification program is expected to be further developed and then implemented in 2022 as an ongoing WTD administered program to ensure local agency inspectors are trained to industry standards. * Private side sewer inspection program is the most complex of the three programs and is expected to require further development in coordination with the local agencies.

# Capital Appropriation Proposal



**NARRATIVES** WTC LOCAL SYST I AND I CONTROL 1037808

## 1. PROJECT SCOPE

Local System Infiltration and Inflow (I/I) Control - The scope of this project is to implement the Regional Infiltration and Inflow (I/I) Control Program. The Program is being reviewed and re-evaluated based on the results and lessons learned from the initial I/I control projects completed through project 1037518 as well as subsequent local agency input. The approach to the review and re-evaluation was developed by WTD and the local agencies that collect and deliver wastewater to the regional conveyance system. The scope is to evaluate concepts for I/I reduction programs that comprehensively reduce I/I through the separate sewer portion of the regional wastewater system and to inform the region on future steps for the program. Phase 1 of the work evaluated a range of concepts and resulted in the recommendation to focus on the three concepts of 1) common regional sewer standards, 2) sewer inspector training and certification program and 3) private side sewer inspection program with financial assistance. These three concepts will be further described and evaluated in Phase 2 which is currently underway. Based on outcomes of this work, implementation planning and/or implementation of one or more of these concepts is assumed in 2021-2022 as follows: * Regional sewer standards are expected to be implemented by the local agencies with some additional coordination by WTD. * Sewer inspector training and certification program is expected to be further developed and then implemented in 2022 as an ongoing WTD administered program to ensure local agency inspectors are trained to industry standards. * Private side sewer inspection program is the most complex of the three programs and is expected to require further development in coordination with the local agencies.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

It is estimated that under peak wastewater flow conditions as much as 75% of the peak flow in the separated sewer system is I/I. The I/I results in higher capital program costs by accelerating the need for capacity improvement projects and increasing their size. Transporting and treating I/I increases operational costs related to pumping, treating, and disposing of the total wastewater volume. I/I reduction is intended to reduce peak flow demands within the regional conveyance system by repairing leaky side sewers and laterals in local systems and encouraging use of industry best practices. The project goal is to reduce or eliminate the need for more costly capital improvements to the regional conveyance system.

## 4. PROJECT BENEFITS/OUTCOMES

The project goal is to reduce the need for more costly capital improvements to the regional conveyance system. The three program concepts being evaluated would compliment location-specific I/I reduction occurring at the project scale by WTD and local agencies by taking a preventative approach using industry best practice and a systemwide programmatic approach to incrementally repairing private side sewers. Local agencies are engaged and committed to keep this work progressing.

## 5. BUDGET REQUEST BASIS

The appropriation request is based on projected costs of the remaining work in phase 2 which will define the three program concepts 1) common regional sewer standards, 2) sewer inspector training and certification program and 3) private side sewer inspection program.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated during program implementation planning.

## 8. PROJECT STATUS

Phase 2 is currently underway in coordination with local agencies and will define the three program concepts 1) common regional sewer standards, 2) sewer inspector training and certification program and 3) private side sewer inspection program with financial assistance.

## 9. ALTERNATIVES ANALYSIS

This is a planning project, not a construction project.

## 10. OTHER AGENCY INVOLVEMENT

The project team is engaging with MWPAAC.

**NARRATIVES** WTC LOCAL SYST I AND I CONTROL 1037808

## 11. ART ELIGIBILITY

This project is planning and program implementation only. It is not a construction project and is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

WTD is striving to include King County equity and social justice principles, demographic assessment information and equity determinants into capital project decisions. The Project is a planning project, not a capital project, and as such the specific areas impacted are unknown at this time. During Phase 2 of the Project, the planning team completed a Review of King County's Equity and Social Justice Tools and Opportunities for the Regional Infiltration and Inflow Control Program. The document identified initial opportunities for incorporating ESJ into the project and drew from King County's ESJ resources including the ESJ Strategic Plan, the Equity Impact Review Process, the County's Determinants of Equity, Wastewater Treatment Division's equity tools, and the federal Social Vulnerability Index. It was acknowledged that additional ESJ work will be needed after the 3 programs are defined.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

SCAP goals and targets are typically considered in the planning efforts of new projects.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC CSO CONTROL AND IMPRV 1038098

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 2, 4, 8 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC CSO CONTROL AND IMPRV |
| **Substantial Completion** | 01/01/2031 |
| **Location** | King Street Center |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/01 - 12/31/32 | $2,923,455 | $1,068 | $0 | $0 | $2,924,523 |
| **2 Preliminary Design** | $1,854,467 | $3,405,376 | $0 | $0 | $5,259,843 |
| **3 Final Design** | $3,763,088 | $1,767,079 | $4,459,607 | $388,440 | $10,378,214 |
| **4 Implementation** | $7,058,476 | $481,431 | $8,219,510 | $48,693,218 | $64,452,635 |
| **5 Closeout** | $729,576 | $15,813 | $0 | $200,046 | $945,435 |
| **6 Acquisition** | $216,482 | $0 | $0 | $0 | $216,482 |
| **Total Budget** | **$16,545,544** | **$5,670,767** | **$12,679,117** | **$49,281,704** | **$84,177,132** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $5,670,766 | $12,679,116 | $49,281,704 | $67,631,586 |
| **Total Revenue** | **$5,670,766** | **$12,679,116** | **$49,281,704** | **$67,631,586** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC CSO CONTROL AND IMPRV 1038098

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $11,339,556 | $1,945,793 | $1,068 | $0 | $0 | $13,286,417 |
| 2 Prelim Design | $780,185 | $1,323,000 | $3,405,376 | $0 | $0 | $5,508,561 |
| 3 Final Design | $208,592 | $603,578 | $2,113,092 | $4,459,607 | $388,440 | $7,773,309 |
| 4 Implementation | $743,291 | $388,212 | $325,681 | $8,219,510 | $48,693,218 | $58,369,912 |
| 5 Closeout | $2,581 | $35,121 | $15,813 | $0 | $200,046 | $253,561 |
| 6 Acquisition | $36,637 | $0 | $0 | $0 | $0 | $36,637 |
| **Total Expense** | **$13,110,842** | **$4,295,704** | **$5,861,030** | **$12,679,117** | **$49,281,704** | **$85,228,397** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $13,875,548 | $12,590,103 | $2,923,455 | $13,285,349 |
| 2 Preliminary Design | $0 | $5,508,562 | $780,185 | $1,854,467 | $2,103,185 |
| 3 Final Design | $0 | $7,773,308 | $208,592 | $3,763,088 | $812,170 |
| 4 Implementation | $0 | $358,662,949 | $969,727 | $7,058,476 | $1,131,503 |
| 5 Closeout | $0 | $253,561 | $2,581 | $729,576 | $37,702 |
| 6 Acquisition | $0 | $36,637 | $36,637 | $216,482 | $36,637 |
| **Total** | **$0** | **$386,110,565** | **$14,587,825** | **$16,545,544** | **$17,406,546** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($10,361,894) | $1,068 | $1,068 | ($10,361,894) |
| 2 Preliminary Design | ($248,718) | $3,405,376 | $3,405,376 | ($248,718) |
| 3 Final Design | $2,950,918 | $1,767,079 | $2,113,092 | $2,604,905 |
| 4 Implementation | $5,926,973 | $481,431 | $325,681 | $6,082,723 |
| 5 Closeout | $691,874 | $15,813 | $15,813 | $691,874 |
| 6 Acquisition | $179,845 | $0 | $0 | $179,845 |
| **Total** | **($861,002)** | **$5,670,767** | **$5,861,030** | **($1,051,265)** |

**NARRATIVES** WTC CSO CONTROL AND IMPRV 1038098

## Current Scope

Combined Sewer Overflow Control and Improvement - The scope of the master project contains several subprojects as a mechanism to track the capital projects in the combined sewer overflow (CSO) Long-Term Control Plan (LTCP) being implemented through 2030. When projects are ready for implementation, the budget is transferred to the Project Management Unit (PMU) under a new project number. The project reflects the King County Council approved 2012 CSO LTCP and includes the modeling and technical support needed for the future capital projects. A new technology is being pilot tested to potentially improve performance of treating combined sewer flows under this master project in 2018 through 2020.

# Capital Appropriation Proposal



**NARRATIVES** WTC CSO CONTROL AND IMPRV 1038098

## 1. PROJECT SCOPE

Combined Sewer Overflow Control and Improvement - The scope of the master project contains several subprojects as a mechanism to track the capital projects in the combined sewer overflow (CSO) Long-Term Control Plan (LTCP) being implemented through 2030. When projects are ready for implementation, the budget is transferred to the Project Management Unit (PMU) under a new project number. The project reflects the King County Council approved 2012 CSO LTCP and includes the modeling and technical support needed for the future capital projects. A new technology is being pilot tested to potentially improve performance of treating combined sewer flows under this master project in 2018 through 2020.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Combined sewer overflows (CSO) are a risk to public health from the discharge of a mix of untreated sewage and stormwater. CSOs are regulated under requirements of State and federal water quality regulations. WTD has long been working to meet water quality regulations by building facilities to reduce the volume and number of times CSOs discharge. WTD is now under a federal Consent Decree that obligates WTD to finish the remaining projects by 2030 or face penalties and additional court action. Reducing CSO volumes and events meets the Strategic Plan strategy to protect and restore water quality, biodiversity, open space, and ecosystems.

## 4. PROJECT BENEFITS/OUTCOMES

The benefit of the Combined Sewer Overflow (CSO ) program is reducing the volume and number of times a CSO event occurs. Reducing the amount of bacteria in the region's water bodies during the winter is a benefit from the program. Because there is less CSO volume; there is less bacteria.

## 5. BUDGET REQUEST BASIS

This is an ongoing program that funds multiple subprojects. The requested budget will fund planning activities for future CSO projects that include developing and updating models of the combined sewer system, developing CSO-related GIS data, and performing conveyance inspection and flow monitoring that will support CSO projects.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budgets will increase as new facilities for CSO control are completed. Life cycle costs are identified early in planning and shared with finance to include in upcoming operations budgets. Final operating costs are calculated prior to starting construction. Operations managers and planning staff will review information from the Mainsaver database periodically to update life cycle costs.

## 8. PROJECT STATUS

This program is ongoing.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Coordination with Seattle Public Utilities (SPU) is being done through a large coordination effort agreed to by both agencies. Each future capital project may or may not have direct collaboration with SPU. Other stakeholders include the Washington State Department of Ecology (DOE), the United States Environmental Protection Agency (EPA), and the United States Department of Justice (DOJ)

## 11. ART ELIGIBILITY

Project is for capital planning.

**NARRATIVES** WTC CSO CONTROL AND IMPRV 1038098

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

ESJ considerations are reviewed in the planning process. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during public involvement effort is incorporated into County decision-making. WTD is implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2019-2020 WTD Business Plan and ESJ work plan.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project does not directly or significantly further a SCAP goal. It is primarily used to track capital projects as they are transferred from planning to the Project Management Unit for implementation.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC MITIGATION SITE MAINT MON 1038099

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2023 |
| **Location** | Various WTD facilities; |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $254 | $0 | $0 | $0 | $254 |
| **2 Preliminary Design** | $1,174 | $0 | $0 | $0 | $1,174 |
| **3 Final Design** | $53,928 | $0 | $0 | $0 | $53,928 |
| **4 Implementation** | $8,283,570 | $3,847,228 | $4,132,330 | $3,824,454 | $20,087,582 |
| **5 Closeout** 05/06/14 - 12/31/23 | $12,252 | $0 | $0 | $541,253 | $553,505 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$8,351,179** | **$3,847,228** | **$4,132,330** | **$4,365,707** | **$20,696,444** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $3,847,228 | $4,132,330 | $4,365,707 | $12,345,265 |
| **Total Revenue** | **$3,847,228** | **$4,132,330** | **$4,365,707** | **$12,345,265** |

### EXPENSE WTC MITIGATION SITE MAINT MON 1038099

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $16,008 | $0 | $0 | $0 | $0 | $16,008 |
| **2 Prelim Design** | $22,286 | $0 | $0 | $0 | $0 | $22,286 |
| **3 Final Design** | $34,131 | $0 | $0 | $0 | $0 | $34,131 |
| **4 Implementation** | $6,951,704 | $1,833,404 | $3,847,228 | $4,132,330 | $3,824,454 | $20,589,120 |
| **5 Closeout** | $60 | $0 | $0 | $0 | $541,253 | $541,313 |
| **6 Acquisition** | $493 | $0 | $0 | $0 | $0 | $493 |
| **Total Expense** | **$7,024,681** | **$1,833,404** | **$3,847,228** | **$4,132,330** | **$4,365,707** | **$21,203,350** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $16,008 | $16,008 | $254 | $16,008 |
| **2 Preliminary Design** | $0 | $22,286 | $22,286 | $1,174 | $22,286 |
| **3 Final Design** | $0 | $34,131 | $34,131 | $53,928 | $34,131 |
| **4 Implementation** | $0 | $20,589,120 | $7,630,738 | $8,283,570 | $8,785,108 |
| **5 Closeout** | $0 | $541,313 | $60 | $12,252 | $60 |
| **6 Acquisition** | $0 | $493 | $493 | $1 | $493 |
| **Total** | **$0** | **$21,203,351** | **$7,703,716** | **$8,351,179** | **$8,858,086** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | ($15,754) | $0 | $0 | ($15,754) |
| **2 Preliminary Design** | ($21,112) | $0 | $0 | ($21,112) |
| **3 Final Design** | $19,797 | $0 | $0 | $19,797 |
| **4 Implementation** | ($501,538) | $3,847,228 | $3,847,228 | ($501,538) |
| **5 Closeout** | $12,192 | $0 | $0 | $12,192 |
| **6 Acquisition** | ($492) | $0 | $0 | ($492) |
| **Total** | **($506,907)** | **$3,847,228** | **$3,847,228** | **($506,907)** |

## NARRATIVES

WTC MITIGATION SITE MAINT MON 1038099

### Current Scope

Mitigation Site Maintenance and Monitoring - Major capital projects in the Wastewater Treatment Division sometimes impact critical areas (e.g. streams, wetlands, steep slopes and their buffers) leading to permit conditions that require long-term monitoring and maintenance of mitigation sites. The Mitigation and Monitoring Program (Program) ensures performance standards outlined in permits are met. For each mitigation site the following activities would be performed: 1. Develop task orders describing maintenance work that needs to be performed at each site. 2. Conduct maintenance, site inspections, and monitoring for all sites as required by permit. 3. Prepare and submit monitoring reports to regulatory agencies. 4. Develop and implement contingency action plans if mitigation measures fail to meet performance standards. 5. Coordinate with permitting agencies for approval of monitoring reports and contingency measures. 6. If necessary, implement contingency measures through a work order contract. 7. Negotiate and coordinate with permitting agencies for final approval and close-out of sites 8. Perform landscape maintenance on Green Stormwater Infrastructure sites. The Mitigation Site Maintenance and Monitoring Program is ongoing. Each year there is a potential for additional mitigation sites to be added if a Wastewater Treatment Division project will occur within critical areas or their buffers.

### 1. PROJECT SCOPE

Mitigation Site Maintenance and Monitoring - Major capital projects in the Wastewater Treatment Division sometimes impact critical areas (e.g. streams, wetlands, steep slopes and their buffers) leading to permit conditions that require long-term monitoring and maintenance of mitigation sites. The Mitigation and Monitoring Program (Program) ensures performance standards outlined in permits are met. For each mitigation site the following activities would be performed: 1. Develop task orders describing maintenance work that needs to be performed at each site. 2. Conduct maintenance, site inspections, and monitoring for all sites as required by permit. 3. Prepare and submit monitoring reports to regulatory agencies. 4. Develop and implement contingency action plans if mitigation measures fail to meet performance standards. 5. Coordinate with permitting agencies for approval of monitoring reports and contingency measures. 6. If necessary, implement contingency measures through a work order contract. 7. Negotiate and coordinate with permitting agencies for final approval and close-out of sites 8. Perform landscape maintenance on Green Stormwater Infrastructure sites. The Mitigation Site Maintenance and Monitoring Program is ongoing. Each year there is a potential for additional mitigation sites to be added if a Wastewater Treatment Division project will occur within critical areas or their buffers.

# Capital Appropriation Proposal



**NARRATIVES** WTC MITIGATION SITE MAINT MON 1038099

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Major capital projects in the Wastewater Treatment Division sometimes impact critical areas (e.g. streams, wetlands, steep slopes and their buffers) leading to permit conditions that require long-term monitoring and maintenance of mitigation sites. The Mitigation and Monitoring Program (Program) ensures performance standards outlined in permits are met for typically a period of three to five years, although 10 years of monitoring may be required for larger sites. Performance standards must be evaluated on an annual basis, and restoration results must be submitted to permitting agencies. For sites that do not meet the prescribed performance measures, contingency measures must be implemented to improve performance until the permitting agency issues a final approval of the mitigation site. Failure to implement site monitoring, inspections, and reporting for projects under the Program, in violation of permit conditions, would result in fines. The Program has linkages to strategic plans such as the Strategic Climate Action Plan because carbon can be more readily sequestered at those sites.

## 4. PROJECT BENEFITS/OUTCOMES

In addition to compensating for environmental impacts of capital projects and ensuring regulatory compliance, the Program implements several King County initiatives, including the Million Tree Initiative and Clean Water and Healthy Habitats Initiative.

## 5. BUDGET REQUEST BASIS

This is an ongoing project without typical phases. The requested budget will fund the permit-required maintenance and monitoring of mitigation sites developed by recently completed WTD capital projects.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Impacts on the operating budget are low to non-existent. The Program is funded through the capital budget. Once compliance objectives are met, no further work is typically required. That said, there are some exceptions. The Brightwater North 40 Mitigation site will be overseen by Wastewater Treatment Division gardeners after monitoring is complete because of the Brightwater Education Center and high public use and visibility. Because there is currently a gardener onsite, no additional staffing should be required.

## 8. PROJECT STATUS

Projects are continually cycling through the Program - some haven't started, some are active, and others have been closed.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

The Corps of Engineers, the Washington Department of Ecology, the Washington Department of Fish and Wildlife, the King County Department of Permitting and Environmental Review, and 13 local jurisdictions may be directly involved in the various projects through conditions required in permits.

## 11. ART ELIGIBILITY

Project is for post-construction monitoring, mitigation, and compliance reporting.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Project is for post-construction monitoring.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Aligns well with the Climate Action Plan because work involves restoring native shrubs and trees to Wastewater Treatment Division disturbed sites, which help sequester carbon.

# Capital Appropriation Proposal



**NARRATIVES** WTC MITIGATION SITE MAINT MON 1038099

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

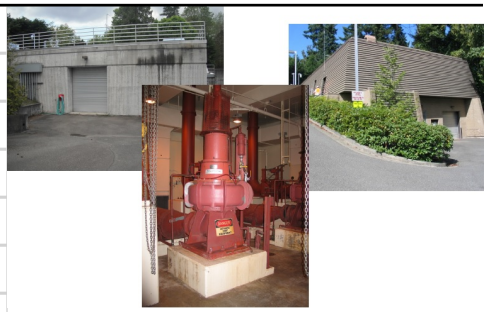
# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC SUNSET HEATH PS FM UPGRADE 1038122

MPA Reporting, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/30/2020 |
| **Location** | Sunset and Heathfield Pump Stations, Bellevue |
| **Cap Status** | Approved |



### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $2,511,674 | $0 | $0 | $0 | $2,511,674 |
| **2 Preliminary Design** 02/22/11 - 04/14/15 | $5,000,516 | $0 | $0 | $0 | $5,000,516 |
| **3 Final Design** 04/14/15 - 05/01/17 | $12,986,056 | $0 | $0 | $0 | $12,986,056 |
| **4 Implementation** 05/01/17 - 03/31/21 | $54,005,334 | $5,717,658 | $0 | $0 | $59,722,992 |
| **5 Closeout** 03/31/21 - 08/28/21 | $103,414 | $36,800 | $0 | $0 | $140,214 |
| **6 Acquisition** 03/31/15 - 12/20/16 | $670,181 | $0 | $0 | $0 | $670,181 |
| **Total Budget** | **$75,277,175** | **$5,754,458** | **$0** | **$0** | **$81,031,633** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $5,754,458 | $0 | $0 | $5,754,458 |
| **Total Revenue** | **$5,754,458** | **$0** | **$0** | **$5,754,458** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC SUNSET HEATH PS FM UPGRADE 1038122

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $2,495,049 | $0 | $0 | $0 | $0 | $2,495,049 |
| 2 Prelim Design | $5,726,967 | $0 | $0 | $0 | $0 | $5,726,967 |
| 3 Final Design | $7,287,257 | $0 | $0 | $0 | $0 | $7,287,257 |
| 4 Implementation | $49,923,525 | $9,205,885 | $5,717,658 | $0 | $0 | $64,847,068 |
| 5 Closeout | $1,546 | $0 | $194,184 | $0 | $0 | $195,730 |
| 6 Acquisition | $479,561 | $0 | $0 | $0 | $0 | $479,561 |
| **Total Expense** | **$65,913,905** | **$9,205,885** | **$5,911,842** | **$0** | **$0** | **$81,031,632** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $2,464,679 | $2,495,049 | $2,495,049 | $2,511,674 | $2,495,049 |
| 2 Preliminary Design | $6,692,376 | $5,652,703 | $5,726,967 | $5,000,516 | $5,726,967 |
| 3 Final Design | $5,993,235 | $7,287,257 | $7,290,209 | $12,986,056 | $7,287,257 |
| 4 Implementation | $53,446,456 | $64,921,332 | $52,420,133 | $54,005,334 | $59,129,410 |
| 5 Closeout | $788,903 | $195,730 | $1,546 | $103,414 | $1,546 |
| 6 Acquisition | $368,842 | $479,561 | $488,655 | $670,181 | $479,561 |
| **Total** | **$69,754,491** | **$81,031,632** | **$68,422,559** | **$75,277,175** | **$75,119,790** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $16,625 | $0 | $0 | $16,625 |
| 2 Preliminary Design | ($726,451) | $0 | $0 | ($726,451) |
| 3 Final Design | $5,698,799 | $0 | $0 | $5,698,799 |
| 4 Implementation | ($5,124,076) | $5,717,658 | $5,717,658 | ($5,124,076) |
| 5 Closeout | $101,868 | $36,800 | $194,184 | ($55,516) |
| 6 Acquisition | $190,620 | $0 | $0 | $190,620 |
| **Total** | **$157,385** | **$5,754,458** | **$5,911,842** | **$1** |

**NARRATIVES** WTC SUNSET HEATH PS FM UPGRADE 1038122

## Current Scope

Sunset/Heathfield Pump Station Replacement & Forcemain Upgrade - The Sunset/Heathfield Pump Station Replacement and Forcemain Upgrade Project will increase the pumping capacity of the Sunset and Heathfield pump stations to 30 million gallons per day (mgd) by replacing pump station equipment and installing new force mains.

## 1. PROJECT SCOPE

Sunset/Heathfield Pump Station Replacement & Forcemain Upgrade - The Sunset/Heathfield Pump Station Replacement and Forcemain Upgrade Project will increase the pumping capacity of the Sunset and Heathfield pump stations to 30 million gallons per day (mgd) by replacing pump station equipment and installing new force mains.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC SUNSET HEATH PS FM UPGRADE 1038122

## 3. PROJECT JUSTIFICATION

Per the King County Conveyance System Policy CP-1 (KCC 28.86.060), the twenty-year peak flow storm shall be used as the design standard for the county's separated wastewater system. The current peak flow capacity of the pump stations is approximately 18 mgd, which represents an estimated 5-10 year storm, and causes the system to be at risk of sanitary sewer overflows. Increased population growth and influent flows have increased demand on the existing pump station equipment, which has affected the overall reliability, performance, and efficiency of the system. Projected future population and sewer increases in the area served by the pump stations also necessitate increasing the pumping capacity.

## 4. PROJECT BENEFITS/OUTCOMES

Once completed, the capacity of the Sunset and Heathfield pump stations will be increased, meeting current and future design flows. The new equipment will also improve reliability as much of the existing pump station equipment is at end of useful life and has been failing. The conveyance line is also at end of life and requires an upgrade to meet current and expected future flows.

## 5. BUDGET REQUEST BASIS

This project is anticipated to complete construction and closeout during the upcoming biennium. The additional requested appropriation is needed for cost increases due to issues that were encountered during construction. The main drivers of the increase include unforeseen utility conflicts, differing site conditions encountered during the installation of the new force main and issues with equipment that was not contract compliant. The resolution of these issues has also significantly increased the staff labor required on the project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Some O&M savings are expected because of equipment standardization.

## 8. PROJECT STATUS

Scope status (both stations): - Raw sewage pump (RSP) #3 installation and vibration investigation. - Installing ancillary mechanical and electrical systems including instrument air, seal water, HVAC, lighting, and MCC & MCP wiring - landscaping restoration is delayed due to contractor's inability to mobilize subs; this delay started prior to COVID-19 isolation order. - COVID-specific safety adjustments are continually being evaluated and implemented; formal HASP updates as required Schedule status: substantial completion expected to be delayed into 2021 Qtr 1 or 2 due to staffing and vendor impacts from COVID-19. PRISM schedule unchanged due to uncertainties around delay and budget impacts.

## 9. ALTERNATIVES ANALYSIS

This project evaluated multiple alternatives including a storage (tunnel) option, larger pump station, upgrades of pump station and new force main. Evaluation criteria included life cycle cost, permitting and environmental impacts, engineering, constructability, operational and maintenance impacts, reliability, and community impacts. The selected alternative performed best in a triple-bottom-line analysis that considered cost and value.

## 10. OTHER AGENCY INVOLVEMENT

The project has permits with the City of Bellevue, Washington State Department of Transportation, Army Corps of Engineers and Washington Department of Ecology.

## 11. ART ELIGIBILITY

All Art Budget has already been contributed by the project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Implementing robust community involvement, strategies including a career education program in project-area schools, engaging students/community for temporary construction fencing art project, etc., interpretive signage and replacement of the Sunset PS fence (currently chain-link) for improved aesthetics. We are implementing an ESJ Assessment protocol for all projects and developed an associated assessment table and survey that fully implements ESJ practices into capital projects.

**NARRATIVES** WTC SUNSET HEATH PS FM UPGRADE 1038122

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard and pursue third-party verification through the Envision Sustainable Infrastructure Rating System. This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Current certification projection is Platinum. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion. Current C&D diversion rate projection is 85%.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC ODOR CORROSION 1038273

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC ODOR CORROSION |
| **Substantial Completion** | 12/31/2026 |
| **Location** | Projects are located throughout the Wastewater Treatment Division's facilities. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/01 - 12/31/22 | $1,085,821 | $588,884 | $1,433,140 | $1,309,412 | $4,417,257 |
| **2 Preliminary Design** 01/01/01 - 12/31/22 | $1,720,599 | $883,326 | $2,149,710 | $1,964,118 | $6,717,753 |
| **3 Final Design** 01/01/01 - 12/31/22 | $3,473,482 | $1,766,652 | $4,299,421 | $3,928,236 | $13,467,791 |
| **4 Implementation** 01/01/01 - 12/31/26 | $21,648,263 | $397,323 | $5,545,361 | $5,163,880 | $32,754,827 |
| **5 Closeout** 01/01/01 - 12/31/26 | $1,504,465 | $137,720 | $2,172,367 | $2,034,354 | $5,848,906 |
| **6 Acquisition** | $2,553 | $0 | $0 | $0 | $2,553 |
| **Total Budget** | **$29,435,184** | **$3,773,905** | **$15,599,999** | **$14,400,000** | **$63,209,088** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $3,773,905 | $15,600,000 | $14,400,000 | $33,773,905 |
| **Total Revenue** | **$3,773,905** | **$15,600,000** | **$14,400,000** | **$33,773,905** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ODOR CORROSION 1038273

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $1,729,659 | $69,517 | $1,206,991 | $1,433,140 | $1,309,412 | $5,748,719 |
| 2 Prelim Design | $3,036,575 | $191,472 | $1,815,198 | $2,149,710 | $1,964,118 | $9,157,073 |
| 3 Final Design | $2,372,602 | $843,118 | $3,737,090 | $4,299,421 | $3,928,236 | $15,180,467 |
| 4 Implementation | $9,645,523 | $3,521,290 | $4,197,132 | $5,545,361 | $5,163,880 | $28,073,186 |
| 5 Closeout | $85,319 | $176,604 | $551,972 | $2,172,367 | $2,034,354 | $5,020,616 |
| 6 Acquisition | $29,026 | $0 | $0 | $0 | $0 | $29,026 |
| **Total Expense** | **$16,898,704** | **$4,802,001** | **$11,508,383** | **$15,599,999** | **$14,400,000** | **$63,209,087** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $5,748,719 | $1,880,699 | $1,085,821 | $1,799,176 |
| 2 Preliminary Design | $0 | $9,157,073 | $3,065,097 | $1,720,599 | $3,228,047 |
| 3 Final Design | $0 | $15,180,466 | $2,651,942 | $3,473,482 | $3,215,720 |
| 4 Implementation | $0 | $28,073,187 | $10,550,732 | $21,648,263 | $13,166,813 |
| 5 Closeout | $0 | $5,020,617 | $87,095 | $1,504,465 | $261,923 |
| 6 Acquisition | $0 | $29,026 | $42,429 | $2,553 | $29,026 |
| **Total** | **$0** | **$63,209,088** | **$18,277,994** | **$29,435,183** | **$21,700,705** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($713,355) | $588,884 | $1,206,991 | ($1,331,462) |
| 2 Preliminary Design | ($1,507,448) | $883,326 | $1,815,198 | ($2,439,320) |
| 3 Final Design | $257,762 | $1,766,652 | $3,737,090 | ($1,712,676) |
| 4 Implementation | $8,481,450 | $397,323 | $4,197,132 | $4,681,641 |
| 5 Closeout | $1,242,542 | $137,720 | $551,972 | $828,290 |
| 6 Acquisition | ($26,473) | $0 | $0 | ($26,473) |
| **Total** | **$7,734,478** | **$3,773,905** | **$11,508,383** | **$0** |

**NARRATIVES** WTC ODOR CORROSION 1038273

## Current Scope

Odor Corrosion - The Odor/Corrosion Control Program includes asset management projects that correct, mitigate, prevent or rehabilitate the effects of hydrogen sulfide or other corrosion damage; overhaul or replace failed odor/corrosion control equipment that has reached the end of its useful life; improve safety, reliability, efficiency or increase redundancy related to odor/corrosion control systems; and code required upgrades for odor/corrosion control equipment. This "Roll-Up Project" funds a number of odor/corrosion control sub-projects that vary in dollar value, but are typically less than $2,500,000. The number of sub-projects fluctuates from one year to the next as projects are completed and new sub-projects are added through project work request process. As a result, sub-projects contained within this project number are in various states of design, from planning to construction. In addition, this project number is used to initiate odor/corrosion control sub-projects throughout the year that develop into stand alone projects with their own unique project number.

# Capital Appropriation Proposal



**NARRATIVES** WTC ODOR CORROSION 1038273

## 1. PROJECT SCOPE

Odor Corrosion - The Odor/Corrosion Control Program includes asset management projects that correct, mitigate, prevent or rehabilitate the effects of hydrogen sulfide or other corrosion damage; overhaul or replace failed odor/corrosion control equipment that has reached the end of its useful life; improve safety, reliability, efficiency or increase redundancy related to odor/corrosion control systems; and code required upgrades for odor/corrosion control equipment. This "Roll-Up Project" funds a number of odor/corrosion control sub-projects that vary in dollar value, but are typically less than $2,500,000. The number of sub-projects fluctuates from one year to the next as projects are completed and new sub-projects are added through project work request process. As a result, sub-projects contained within this project number are in various states of design, from planning to construction. In addition, this project number is used to initiate odor/corrosion control sub-projects throughout the year that develop into stand alone projects with their own unique project number.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

To refurbish, modify, upgrade or replace miscellaneous odor and corrosion control equipment and systems; and equipment or systems damaged by H2S, or other corrosive elements. Risks of not implementing project include damaged or inoperable equipment, odor impacts, permit violation, fines, and risk to worker safety.

## 4. PROJECT BENEFITS/OUTCOMES

The Roll-Up project benefits range from improving safety, reliability, efficiency or increasing redundancy related to odor/corrosion control systems achieving effective odor control; and code required upgrades for odor/corrosion control equipment.

## 5. BUDGET REQUEST BASIS

This is an ongoing program that funds multiple subprojects in all phases of project delivery. The total request is based on a combination of current existing subprojects, pending expected subprojects, and an analysis of historical program spending. The requested budget will fund subprojects to correct or mitigate odor and corrosion damage including corrosion reduction and cathodic protection, and odor control unit replacements.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

See individual subprojects for specific information.

## 8. PROJECT STATUS

This program is ongoing.

## 9. ALTERNATIVES ANALYSIS

See individual subprojects for specific information.

## 10. OTHER AGENCY INVOLVEMENT

See individual subprojects for specific information.

## 11. ART ELIGIBILITY

Project is for equipment replacement and refurbishment.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Subprojects will use WTD ESJ evaluation processes as part of project delivery. We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan

**NARRATIVES** WTC ODOR CORROSION 1038273

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Subprojects will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Subprojects will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC BIOSOLIDS EQUIPMENT 1038295

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2017 |
| **Location** | Snoqualmie Forest, Tiger Mountain State Forest, Marckworth State Forest, and Raging River forestlands |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $35,143 | $65,597 | $0 | $0 | $100,740 |
| **2 Preliminary Design** | $3,278 | $0 | $0 | $0 | $3,278 |
| **3 Final Design** | $7,052 | $0 | $0 | $0 | $7,052 |
| **4 Implementation** 01/01/01 - 12/31/22 | $5,183,630 | $530,203 | $259,491 | $497,545 | $6,470,869 |
| **5 Closeout** | $27,740 | $0 | $0 | $36,419 | $64,159 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$5,256,844** | **$595,800** | **$259,491** | **$533,964** | **$6,646,099** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $595,800 | $259,491 | $533,964 | $1,389,255 |
| **Total Revenue** | **$595,800** | **$259,491** | **$533,964** | **$1,389,255** |

### EXPENSE WTC BIOSOLIDS EQUIPMENT 1038295

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $35,143 | $0 | $0 | $0 | $0 | $35,143 |
| **2 Prelim Design** | $26,608 | $0 | $0 | $0 | $0 | $26,608 |
| **3 Final Design** | $7,825 | $0 | $0 | $0 | $0 | $7,825 |
| **4 Implementation** | $4,809,503 | $380,415 | $530,203 | $259,491 | $497,545 | $6,477,157 |
| **5 Closeout** | $3 | $0 | $0 | $0 | $36,419 | $36,422 |
| **6 Acquisition** | $62,944 | $0 | $0 | $0 | $0 | $62,944 |
| **Total Expense** | **$4,942,026** | **$380,415** | **$530,203** | **$259,491** | **$533,964** | **$6,646,099** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $35,143 | $35,143 | $35,143 | $35,143 |
| 2 Preliminary Design | $0 | $26,608 | $26,608 | $3,278 | $26,608 |
| 3 Final Design | $0 | $7,825 | $7,825 | $7,052 | $7,825 |
| 4 Implementation | $0 | $6,477,157 | $5,007,943 | $5,183,630 | $5,189,918 |
| 5 Closeout | $0 | $36,422 | $3 | $27,740 | $3 |
| 6 Acquisition | $0 | $62,944 | $62,944 | $1 | $62,944 |
| **Total** | **$0** | **$6,646,099** | **$5,140,466** | **$5,256,844** | **$5,322,441** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $65,597 | $0 | $65,597 |
| 2 Preliminary Design | ($23,330) | $0 | $0 | ($23,330) |
| 3 Final Design | ($773) | $0 | $0 | ($773) |
| 4 Implementation | ($6,288) | $530,203 | $530,203 | ($6,288) |
| 5 Closeout | $27,737 | $0 | $0 | $27,737 |
| 6 Acquisition | ($62,943) | $0 | $0 | ($62,943) |
| **Total** | **($65,597)** | **$595,800** | **$530,203** | **$0** |

## NARRATIVES

WTC BIOSOLIDS EQUIPMENT 1038295

### Current Scope

Biosolids Equipment - The Biosolids Forestry Equipment project provides funding for the refurbishment and purchase of equipment for biosolids application in forestry environments. Forestry equipment needs regular parts replacement from regular use in rugged settings. Properly maintained equipment provides for predictable, safe, and efficient operations.

### 1. PROJECT SCOPE

Biosolids Equipment - The Biosolids Forestry Equipment project provides funding for the refurbishment and purchase of equipment for biosolids application in forestry environments. Forestry equipment needs regular parts replacement from regular use in rugged settings. Properly maintained equipment provides for predictable, safe, and efficient operations.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Twenty percent of WTD's annual biosolids production goes to these sites. Equipment purchase/replacement and major capital repairs not covered by Fleet's revolving fund are funded by this project. Predictably functional equipment is essential to use of biosolids in forests. Continued and expanded biosolids application to forests in western Washington is ranked as a top priority in the Biosolids Strategic Action Plan.

### 4. PROJECT BENEFITS/OUTCOMES

This project enables beneficial use of biosolids on an ongoing basis. The County benefits by using the nutrient rich product of our resource recovery process to grow timber in western Washington. This satisfies the Washington Department of Ecology's mandate to use all biosolids beneficially.

### 5. BUDGET REQUEST BASIS

This is an ongoing project without typical phases. During the biennium, the requested budget will be used to fund the purchase and major refurbishment of forestry biosolids application equipment such as applicators and excavators.

**NARRATIVES** WTC BIOSOLIDS EQUIPMENT 1038295

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

None.

## 8. PROJECT STATUS

This project is ongoing.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

None.

## 11. ART ELIGIBILITY

Project is for equipment replacement.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Project is for equipment replacement.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Section 1, Goal Area 5 (Forests and Agriculture) of the SCAP states that King County's sustainable agriculture and forestry practices include improving soils. Specifically, "the Wastewater Treatment Division uses its soil amendment Loop biosolids on private and state-managed forests in King County to increase tree growth, store carbon in forest soils, and replace use of fossil fuel-based fertilizers" (SCAP pg. 90). This project provides key support to the application of Loop biosolids to forest lands. Progress will be measured by tracking the amount of Loop that is applied to forest lands, the acreage of forest lands to which Loop is applied, and the carbon sequestration associated with the application of Loop to forest lands.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC ELECTRICAL I AND C 1038335

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC ELECTRICAL I AND C |
| **Substantial Completion** | |
| **Location** | Projects are located throughout the Wastewater Treatment Division's facilities. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/01 - 12/31/22 | $2,968,972 | $1,528,720 | $1,409,123 | $1,720,000 | $7,626,815 |
| **2 Preliminary Design** 01/01/01 - 12/31/22 | $5,009,921 | $2,167,119 | $2,113,685 | $2,580,000 | $11,870,725 |
| **3 Final Design** 01/01/01 - 12/31/22 | $9,081,346 | $4,945,958 | $4,786,683 | $5,160,000 | $23,973,987 |
| **4 Implementation** 01/01/01 - 12/31/22 | $32,510,486 | $5,071,665 | $5,673,027 | $5,160,000 | $48,415,178 |
| **5 Closeout** 01/01/01 - 12/31/22 | $3,313,710 | $1,048,255 | $2,217,482 | $2,580,000 | $9,159,447 |
| **6 Acquisition** | $590,087 | $0 | $0 | $0 | $590,087 |
| **Total Budget** | **$53,474,524** | **$14,761,717** | **$16,200,000** | **$17,200,000** | **$101,636,241** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $14,761,717 | $16,200,000 | $17,200,000 | $48,161,717 |
| **Total Revenue** | **$14,761,717** | **$16,200,000** | **$17,200,000** | **$48,161,717** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ELECTRICAL I AND C 1038335

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $3,096,717 | ($55,523) | $1,528,720 | $1,409,123 | $1,720,000 | $7,699,037 |
| 2 Prelim Design | $5,574,038 | $892,819 | $2,482,039 | $2,113,685 | $2,580,000 | $13,642,581 |
| 3 Final Design | $5,964,898 | $1,680,766 | $5,120,578 | $4,786,683 | $5,160,000 | $22,712,925 |
| 4 Implementation | $30,093,266 | $3,852,120 | $5,633,114 | $5,673,027 | $5,160,000 | $50,411,527 |
| 5 Closeout | $384,941 | $139,042 | $1,848,037 | $2,217,482 | $2,580,000 | $7,169,502 |
| 6 Acquisition | $667 | $0 | $0 | $0 | $0 | $667 |
| **Total Expense** | **$45,114,527** | **$6,509,224** | **$16,612,488** | **$16,200,000** | **$17,200,000** | **$101,636,239** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $7,699,037 | $3,321,990 | $2,968,972 | $3,041,194 |
| 2 Preliminary Design | $0 | $13,642,580 | $6,188,031 | $5,009,921 | $6,466,857 |
| 3 Final Design | $0 | $22,712,924 | $6,263,460 | $9,081,346 | $7,645,664 |
| 4 Implementation | $0 | $50,411,527 | $31,090,456 | $32,510,486 | $33,945,386 |
| 5 Closeout | $0 | $7,169,507 | $425,779 | $3,313,710 | $523,983 |
| 6 Acquisition | $0 | $667 | $1,213 | $590,087 | $667 |
| **Total** | **$0** | **$101,636,242** | **$47,290,929** | **$53,474,522** | **$51,623,751** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($72,222) | $1,528,720 | $1,528,720 | ($72,222) |
| 2 Preliminary Design | ($1,456,936) | $2,167,119 | $2,482,039 | ($1,771,856) |
| 3 Final Design | $1,435,682 | $4,945,958 | $5,120,578 | $1,261,062 |
| 4 Implementation | ($1,434,900) | $5,071,665 | $5,633,114 | ($1,996,349) |
| 5 Closeout | $2,789,727 | $1,048,255 | $1,848,037 | $1,989,945 |
| 6 Acquisition | $589,420 | $0 | $0 | $589,420 |
| **Total** | **$1,850,771** | **$14,761,717** | **$16,612,488** | **$0** |

**NARRATIVES** WTC ELECTRICAL I AND C 1038335

## Current Scope

Electrical and Instrumentation and Control - The Electrical and Instrumentation and Control (I&C) Program includes asset management projects that enhance the treatment process, overhaul or replacing failed electrical and I&C equipment or electrical I&C equipment that has reached the end of its useful life, improve safety, reliability, efficiency or increase redundancy of the electrical I&C systems and code required upgrades for electrical I&C equipment. This “Rollup Project” funds a number of electrical and I&C subprojects that vary in dollar value, but are typically less than $2,500,000. The number of subprojects fluctuates as projects are completed and new subprojects are added through the project work request process. As a result, subprojects contained within this project number are in various states of design, from planning to construction. In addition, this project number is used to initiate electrical I&C subprojects throughout the year that develop into stand alone projects with their own unique project number. Project schedule dates reflect activities of multiple subprojects.

# Capital Appropriation Proposal



**NARRATIVES** WTC ELECTRICAL I AND C 1038335

## 1. PROJECT SCOPE

Electrical and Instrumentation and Control - The Electrical and Instrumentation and Control (I&C) Program includes asset management projects that enhance the treatment process, overhaul or replacing failed electrical and I&C equipment or electrical I&C equipment that has reached the end of its useful life, improve safety, reliability, efficiency or increase redundancy of the electrical I&C systems and code required upgrades for electrical I&C equipment. This “Rollup Project” funds a number of electrical and I&C subprojects that vary in dollar value, but are typically less than $2,500,000. The number of subprojects fluctuates as projects are completed and new subprojects are added through the project work request process. As a result, subprojects contained within this project number are in various states of design, from planning to construction. In addition, this project number is used to initiate electrical I&C subprojects throughout the year that develop into stand alone projects with their own unique project number. Project schedule dates reflect activities of multiple subprojects.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

To refurbish, modify, upgrade or replace miscellaneous electrical or instrumentation and control equipment and systems.

## 4. PROJECT BENEFITS/OUTCOMES

This capital asset management program provides a programmatic approach to the timely replacement of capital assets that have reached their end of life or emergent issues that require capital solutions. This has a beneficial impact on plant operating budgets and work loads by reducing maintenance costs, improving electrical efficiency and standardizing equipment manufactures. Electrical and I&C systems are vital to wasterwater system functionality and preventing faiilure, overflows and process safety.

## 5. BUDGET REQUEST BASIS

This is an ongoing program that funds multiple subprojects in all phases of project delivery. The total request is based on a combination of current existing subprojects, pending expected subprojects, and an analysis of historical program spending. The requested budget will fund electrical system improvements to increase efficiency and safety including switchgear panel replacements, standby generator replacements, and compliance with electrical code revisions, including a system-wide arc flash hazard assessment.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

This is a rollup program and the majority of work is equipment replacement. This has a beneficial impact on plant operating budgets by reducing maintenance costs, improving electrical efficiency and standardizing equipment manufactures.

## 8. PROJECT STATUS

This program is ongoing.

## 9. ALTERNATIVES ANALYSIS

See individual subprojects for specific information.

## 10. OTHER AGENCY INVOLVEMENT

See individual subprojects for specific information.

## 11. ART ELIGIBILITY

Project is for equipment replacement and refurbishment.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Subprojects will use WTD ESJ evaluation processes as part of project delivery. We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan.

**NARRATIVES** WTC ELECTRICAL I AND C 1038335

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The Brightwater Membrane Feed subproject is expected to result in energy savings of approximately 1,100,000 kWh/year. Implementation of the project will further the SCAP Buildings and Facilities Goal Area target of King County reducing normalized energy use in County owned facilities by at least 5% by 2020 and 10% by 2025, as compared to a baseline year of 2014. To measure progress towards the target, energy savings will tracked through WTD's normalized energy use reporting after the project is completed. Subprojects will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Subprojects will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

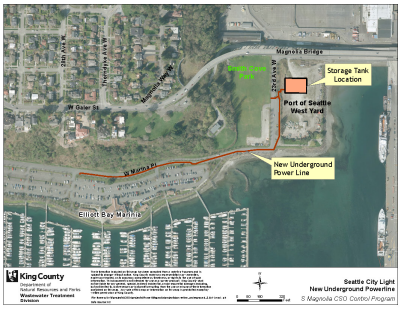
# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC MAGNOLIA CSO 1038448

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/25/2016 |
| **Location** | 2001 West Garfield St., Seattle. Adjacent to Port of Seattle Terminal 91. |
| **Cap Status** | Approved |




### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/06 - 09/15/11 | $32,470 | $0 | $0 | $0 | $32,470 |
| **2 Preliminary Design** 09/15/11 - 05/08/12 | $4,854,739 | $0 | $0 | $0 | $4,854,739 |
| **3 Final Design** 05/08/12 - 05/20/14 | $5,960,563 | $0 | $0 | $0 | $5,960,563 |
| **4 Implementation** 12/16/13 - 09/27/17 | $60,253,180 | $4,905,699 | $0 | $0 | $65,158,879 |
| **5 Closeout** 08/04/20 - 08/31/20 | $212,887 | $94,301 | $0 | $0 | $307,188 |
| **6 Acquisition** 01/13/11 - 07/31/18 | $4,317,274 | $0 | $0 | $0 | $4,317,274 |
| **Total Budget** | **$75,631,113** | **$5,000,000** | **$0** | **$0** | **$80,631,113** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $5,000,000 | $0 | $0 | $5,000,000 |
| **Total Revenue** | **$5,000,000** | **$0** | **$0** | **$5,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC MAGNOLIA CSO 1038448

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $32,483 | $0 | $0 | $0 | $0 | $32,483 |
| 2 Prelim Design | $4,854,739 | $0 | $0 | $0 | $0 | $4,854,739 |
| 3 Final Design | $5,998,427 | $0 | $0 | $0 | $0 | $5,998,427 |
| 4 Implementation | $58,378,873 | $1,900,571 | $4,905,699 | $0 | $0 | $65,185,143 |
| 5 Closeout | $33,644 | $3,606 | $94,301 | $0 | $0 | $131,551 |
| 6 Acquisition | $4,001,319 | $427,450 | $0 | $0 | $0 | $4,428,769 |
| **Total Expense** | **$73,299,485** | **$2,331,627** | **$5,000,000** | **$0** | **$0** | **$80,631,112** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $18,755 | $32,483 | $32,483 | $32,470 | $32,483 |
| 2 Preliminary Design | $2,671,338 | $4,854,739 | $4,854,739 | $4,854,739 | $4,854,739 |
| 3 Final Design | $7,648,904 | $5,974,394 | $5,998,177 | $5,960,563 | $5,998,427 |
| 4 Implementation | $34,881,935 | $65,209,177 | $58,535,601 | $60,253,180 | $60,279,444 |
| 5 Closeout | $271,777 | $131,551 | $35,029 | $212,887 | $37,250 |
| 6 Acquisition | $716,125 | $4,428,769 | $4,005,282 | $4,317,274 | $4,428,769 |
| **Total** | **$46,208,833** | **$80,631,113** | **$73,461,311** | **$75,631,113** | **$75,631,112** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($13) | $0 | $0 | ($13) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | ($37,864) | $0 | $0 | ($37,864) |
| 4 Implementation | ($26,264) | $4,905,699 | $4,905,699 | ($26,264) |
| 5 Closeout | $175,637 | $94,301 | $94,301 | $175,637 |
| 6 Acquisition | ($111,495) | $0 | $0 | ($111,495) |
| **Total** | **$1** | **$5,000,000** | **$5,000,000** | **$1** |

**NARRATIVES** WTC MAGNOLIA CSO 1038448

## Current Scope

Magnolia Combined Sewer Overflow (CSO) - Design and construct of an approximately 1.5 million gallon CSO storage tank in the vicinity of Terminal 91 in Seattle, and a conveyance pipeline to connect the existing interceptor in 32nd Avenue West to the storage tank. The scope wil include odor control and mechanical, electrical, and control systems to enable the system to function when required.

## 1. PROJECT SCOPE

Magnolia Combined Sewer Overflow (CSO) - Design and construct of an approximately 1.5 million gallon CSO storage tank in the vicinity of Terminal 91 in Seattle, and a conveyance pipeline to connect the existing interceptor in 32nd Avenue West to the storage tank. The scope wil include odor control and mechanical, electrical, and control systems to enable the system to function when required.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC MAGNOLIA CSO 1038448

## 3. PROJECT JUSTIFICATION

Combined Sewer Overflows (CSOs) at the South Magnolia CSO outfall in Seattle exceed the one untreated overflow per average year standard set by the Washington Department of Ecology (DOE) for a controlled CSO. Measures must be taken to bring this overflow into compliance with the DOE limit. Preliminary design work (under a separate contract) determined that a storage tank to retain CSO flows was the most effective approach, with the storage tank to be located near Terminal 91 with a new 3,000-foot conveyance pipeline to convey flow to the tank for storage.

## 4. PROJECT BENEFITS/OUTCOMES

Bring South Magnolia CSO outfall into compliance with DOE overflow limits.

## 5. BUDGET REQUEST BASIS

This project will be in closeout during the upcoming biennium. The requested budget will be used for purchase of a permanent easement, project closeout activities, and the cost of continued legal services related to the Magnolia CSO project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Approximately $25K/yr in labor and energy costs.

## 8. PROJECT STATUS

Failed CSO pipe discovered in 2016 was replaced under the contractor's corrective action plan (CAP) in May 2018 and the South Magnolia CSO control facility brought back online in December 2018; significant restoration was required. Remaining open items include awaiting final permanent easement approval, SDOT decision on a waiver challenging additional requested restoration, receipt of administrative documents from the contractor to allow processing of final payments. Legal action has been taken to recover costs associated with implementation of the CAP. $9,965,696 was recovered from the contractor's Builder's Risk Insurance in 2020. Additional legal effort is planned for 2021-2022 to recover costs through liability insurance options.

## 9. ALTERNATIVES ANALYSIS

N/A – already in implementation (repair).

## 10. OTHER AGENCY INVOLVEMENT

Seattle Department of Transportation (SDOT) - currently awaiting ruling on contractor submitted waiver to not implement restoration requirements imposed by the SDOT inspector during inspection of previously agreed upon restoration limits. Seattle Parks - currently awaiting Parks approval of permanent easement.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Equity and Social Justice tools were not fully developed and not implemented on capital projects during the 2011-2015 South Magnolia CSO project design/implementation. Nonetheless, Community Services provided extensive community outreach and assistance. On-the-ground assessments revealed several vulnerable community members. Street meetings and home visits identified a group of older and low income people who needed special assistance during multi-day street closures to allow convenient access to and use of their vehicles. Significant temporary relocation assistance was provided to those unable to access their homes during certain construction tasks, including ensuring a resident receiving medical treatment for a serious illness was placed in accommodations near medical care.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A – already in implementation (repair)

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** WTC MAGNOLIA CSO 1038448

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WTD CIP CONTINGENCY FUND 1048049

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | King Street Center |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $3 | $0 | $0 | $0 | $3 |
| **2 Preliminary Design** | $3 | $0 | $0 | $0 | $3 |
| **3 Final Design** | $3 | $0 | $0 | $0 | $3 |
| **4 Implementation** 01/01/01 - 12/31/23 | $14,455,712 | $12,489,570 | $0 | $0 | $26,945,282 |
| **5 Closeout** | $4 | $0 | $0 | $0 | $4 |
| **6 Acquisition** | $3 | $0 | $0 | $0 | $3 |
| **Total Budget** | **$14,455,728** | **$12,489,570** | **$0** | **$0** | **$26,945,298** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $12,489,570 | $0 | $0 | $12,489,570 |
| **Total Revenue** | **$12,489,570** | **$0** | **$0** | **$12,489,570** |

### EXPENSE WTC WTD CIP CONTINGENCY FUND 1048049

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $4,117 | $0 | $0 | $0 | $0 | $4,117 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$4,117** | **$0** | **$0** | **$0** | **$0** | **$4,117** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $3 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $3 | $0 |
| 3 Final Design | $0 | $0 | $0 | $3 | $0 |
| 4 Implementation | $0 | $4,117 | $4,117 | $14,455,712 | $4,117 |
| 5 Closeout | $0 | $0 | $0 | $4 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $3 | $0 |
| **Total** | **$0** | **$4,117** | **$4,117** | **$14,455,728** | **$4,117** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $3 | $0 | $0 | $3 |
| 2 Preliminary Design | $3 | $0 | $0 | $3 |
| 3 Final Design | $3 | $0 | $0 | $3 |
| 4 Implementation | $14,451,595 | $12,489,570 | $0 | $26,941,165 |
| 5 Closeout | $4 | $0 | $0 | $4 |
| 6 Acquisition | $3 | $0 | $0 | $3 |
| **Total** | **$14,451,611** | **$12,489,570** | **$0** | **$26,941,181** |

## NARRATIVES

WTC WTD CIP CONTINGENCY FUND 1048049

### Current Scope

CIP Contingency Fund - This project will provide contingent budget authority to be used according to the requirements established in ordinance 14122, Section 6F and hereby added as a new section to K.C.C. chapter 4.04. and revised in ordinance 17929 (November 2014).

### 1. PROJECT SCOPE

CIP Contingency Fund - This project will provide contingent budget authority to be used according to the requirements established in ordinance 14122, Section 6F and hereby added as a new section to K.C.C. chapter 4.04. and revised in ordinance 17929 (November 2014).

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This project will provide contingent budget authority to be used according to the requirements established in ordinance 14122, Section 6F and hereby added as a new section to K.C.C. chapter 4.04. and revised in ordinance 17929 (November 2014).

### 4. PROJECT BENEFITS/OUTCOMES

Allows for the addressing of emergent need in WTD projects without supplemental budget authority request.

### 5. BUDGET REQUEST BASIS

The appropriation request is based on actual and remaining year anticipated contingency transfer needs to maintain the $20 million balance as allowed by King County code.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

N/A. Project is for funding only.

# Capital Appropriation Proposal



**NARRATIVES** WTC WTD CIP CONTINGENCY FUND 1048049

## 8. PROJECT STATUS

This project is ongoing.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

None.

## 11. ART ELIGIBILITY

Project is for funding only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Project is for funding only.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is for funding only and does not directly and significantly further a goal of the SCAP.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC ROOF REPL WTD FACILITIES 1048079

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC ROOF REPL WTD FACILITIES |
| **Substantial Completion** | 12/31/2018 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $52,404 | $550,000 | $1,080,000 | $970,000 | $2,652,404 |
| **2 Preliminary Design** | $75,968 | $825,000 | $1,620,000 | $1,455,000 | $3,975,968 |
| **3 Final Design** | $305,895 | $1,650,000 | $3,240,000 | $2,910,000 | $8,105,895 |
| **4 Implementation** 01/03/11 - 12/30/26 | $3,995,793 | $1,950,248 | $3,240,000 | $2,910,000 | $12,096,041 |
| **5 Closeout** | $112,501 | $866,638 | $1,620,000 | $1,455,000 | $4,054,139 |
| **6 Acquisition** | $3 | $0 | $0 | $0 | $3 |
| **Total Budget** | **$4,542,565** | **$5,841,886** | **$10,800,000** | **$9,700,000** | **$30,884,451** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $5,841,886 | $10,800,000 | $9,700,000 | $26,341,886 |
| **Total Revenue** | **$5,841,886** | **$10,800,000** | **$9,700,000** | **$26,341,886** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ROOF REPL WTD FACILITIES 1048079

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $111,332 | $105 | $649,903 | $1,080,000 | $970,000 | $2,811,340 |
| 2 Prelim Design | $348,995 | $523 | $974,855 | $1,620,000 | $1,455,000 | $4,399,373 |
| 3 Final Design | $435,174 | $627 | $1,950,032 | $3,240,000 | $2,910,000 | $8,535,833 |
| 4 Implementation | $2,947,255 | $8,660 | $1,950,248 | $3,240,000 | $2,910,000 | $11,056,163 |
| 5 Closeout | $29,950 | $1,830 | $974,962 | $1,620,000 | $1,455,000 | $4,081,742 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,872,706** | **$11,745** | **$6,500,000** | **$10,800,000** | **$9,700,000** | **$30,884,451** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $2,811,340 | $111,332 | $52,404 | $111,437 |
| 2 Preliminary Design | $0 | $4,399,372 | $348,995 | $75,968 | $349,518 |
| 3 Final Design | $0 | $8,535,833 | $435,174 | $305,895 | $435,801 |
| 4 Implementation | $0 | $11,056,163 | $2,948,558 | $3,995,793 | $2,955,915 |
| 5 Closeout | $0 | $4,081,742 | $37,822 | $112,501 | $31,780 |
| 6 Acquisition | $0 | $0 | $0 | $3 | $0 |
| **Total** | **$0** | **$30,884,450** | **$3,881,881** | **$4,542,564** | **$3,884,451** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($59,033) | $550,000 | $649,903 | ($158,936) |
| 2 Preliminary Design | ($273,550) | $825,000 | $974,855 | ($423,405) |
| 3 Final Design | ($129,905) | $1,650,000 | $1,950,032 | ($429,937) |
| 4 Implementation | $1,039,878 | $1,950,248 | $1,950,248 | $1,039,878 |
| 5 Closeout | $80,721 | $866,638 | $974,962 | ($27,603) |
| 6 Acquisition | $3 | $0 | $0 | $3 |
| **Total** | **$658,114** | **$5,841,886** | **$6,500,000** | **$0** |

**NARRATIVES** WTC ROOF REPL WTD FACILITIES 1048079

## Current Scope

Roof Replacement WTD Facilities - The Roof Replacement program focuses on implementing improvements or upgrading/replacing roofs of buildings owned by the Wastewater Treatment Division (WTD). Roof replacements improve safety and reliability of WTD buildings, as well as extending their useful life and improving energy efficiency performance. This project is a Program made up of numerous individual subprojects See individual subprojects for specific details and information regarding scope, schedule and budget.

## 1. PROJECT SCOPE

Roof Replacement WTD Facilities - The Roof Replacement program focuses on implementing improvements or upgrading/replacing roofs of buildings owned by the Wastewater Treatment Division (WTD). Roof replacements improve safety and reliability of WTD buildings, as well as extending their useful life and improving energy efficiency performance. This project is a Program made up of numerous individual subprojects See individual subprojects for specific details and information regarding scope, schedule and budget.

# Capital Appropriation Proposal



**NARRATIVES** WTC ROOF REPL WTD FACILITIES 1048079

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

WTD owns numerous facilities and each year certain roofs exceed their useful life and require replacement. Failure to replace roofs when needed jeopardizes both the structures and equipment contained in the buildings.

## 4. PROJECT BENEFITS/OUTCOMES

This Program will undertake to keep all of the roofs on WTD facilities watertight and code compliant, so that they provide protection to the underlying structure and operating personnel.

## 5. BUDGET REQUEST BASIS

This is an ongoing program that will fund multiple subprojects in all phases of project delivery. The total request is based on preliminary forecasts for the planned roof replacements. The requested budget will fund the planning, design, and implementation of roofing replacements at WTD facilities to extend the useful life of these facilities.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

None.

## 8. PROJECT STATUS

This is an existing Program that will be continued using new procedures and methods developed by WTD. Several roof replacement projects were accomplished in the last biennium, see individual subprojects for specific details. In the upcoming year a new suite of roof replacement projects will be developed using the new WTD Program methodology.

## 9. ALTERNATIVES ANALYSIS

Each roof replacement project conducts an alternatives analysis to determine the most appropriate roof replacement system and pursues that alternative.

## 10. OTHER AGENCY INVOLVEMENT

Sometimes building permits are required from local jurisdictions, depending on where the individual roofs are located.

## 11. ART ELIGIBILITY

Project is for asset refurbishment and replacement and is not generally in view of the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Project is for the replacement of existing facility components, see individual subprojects for a details on ESJ for each subproject.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable subprojects prepare Green Building Ordinance Scorecards and Annual Reports.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** WTC ROOF REPL WTD FACILITIES 1048079

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC PROCESS REPLACEMENT IMPROV 1113189

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC PROCESS REPLACEMENT IMPROV |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Projects are located throughout the Wastewater Treatment Division's facilities. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/01 - 12/31/30 | $2,528,603 | $851,974 | $723,838 | $866,621 | $4,971,036 |
| **2 Preliminary Design** 01/01/01 - 12/31/30 | $4,279,431 | $1,277,959 | $1,085,757 | $1,299,932 | $7,943,079 |
| **3 Final Design** 01/01/01 - 12/31/30 | $10,105,775 | $2,200,032 | $2,171,515 | $2,599,864 | $17,077,186 |
| **4 Implementation** 01/01/01 - 12/31/30 | $35,355,914 | $1,806,511 | $3,219,922 | $2,784,225 | $43,166,572 |
| **5 Closeout** 01/01/01 - 12/31/30 | $3,854,461 | $500,659 | $1,198,967 | $1,349,357 | $6,903,444 |
| **6 Acquisition** | $268 | $0 | $0 | $0 | $268 |
| **Total Budget** | **$56,124,454** | **$6,637,135** | **$8,399,999** | **$8,899,999** | **$80,061,587** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $6,637,136 | $8,400,000 | $8,900,000 | $23,937,136 |
| **Total Revenue** | **$6,637,136** | **$8,400,000** | **$8,900,000** | **$23,937,136** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC PROCESS REPLACEMENT IMPROV 1113189

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $3,823,497 | $48,133 | $851,974 | $723,838 | $866,621 | $6,314,063 |
| 2 Prelim Design | $6,127,539 | $202,762 | $1,277,959 | $1,085,757 | $1,299,932 | $9,993,949 |
| 3 Final Design | $7,694,191 | $1,022,301 | $2,745,459 | $2,171,515 | $2,599,864 | $16,233,330 |
| 4 Implementation | $30,811,115 | $4,496,977 | $1,806,591 | $3,219,922 | $2,784,225 | $43,118,830 |
| 5 Closeout | $302,842 | $229,828 | $1,320,172 | $1,198,967 | $1,349,357 | $4,401,166 |
| 6 Acquisition | $247 | $0 | $0 | $0 | $0 | $247 |
| **Total Expense** | **$48,759,431** | **$6,000,001** | **$8,002,155** | **$8,399,999** | **$8,899,999** | **$80,061,585** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $6,314,063 | $3,979,388 | $2,528,603 | $3,871,630 |
| 2 Preliminary Design | $0 | $9,993,950 | $6,352,176 | $4,279,431 | $6,330,301 |
| 3 Final Design | $0 | $16,233,330 | $7,938,797 | $10,105,775 | $8,716,492 |
| 4 Implementation | $0 | $43,118,831 | $31,591,304 | $35,355,914 | $35,308,092 |
| 5 Closeout | $0 | $4,401,169 | $307,134 | $3,854,461 | $532,670 |
| 6 Acquisition | $0 | $247 | $247 | $268 | $247 |
| **Total** | **$0** | **$80,061,590** | **$50,169,046** | **$56,124,452** | **$54,759,432** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,343,027) | $851,974 | $851,974 | ($1,343,027) |
| 2 Preliminary Design | ($2,050,870) | $1,277,959 | $1,277,959 | ($2,050,870) |
| 3 Final Design | $1,389,283 | $2,200,032 | $2,745,459 | $843,856 |
| 4 Implementation | $47,822 | $1,806,511 | $1,806,591 | $47,742 |
| 5 Closeout | $3,321,791 | $500,659 | $1,320,172 | $2,502,278 |
| 6 Acquisition | $21 | $0 | $0 | $21 |
| **Total** | **$1,365,020** | **$6,637,135** | **$8,002,155** | **$0** |

**NARRATIVES** WTC PROCESS REPLACEMENT IMPROV 1113189

## Current Scope

Process Replacement /Improvement - The Process Replacement /Improvement projects in this asset management project are designed to enhance or improve the treatment process by adding redundancy, improving safety, improving operating efficiency, or enhancing maintenance practices. This “Roll-Up Project” funds a number of process replacement and improvement sub-projects that vary in dollar value, but are typically less than $2,500,000. The number of sub-projects fluctuates as projects are completed and new sub-projects are added through the engineering work request process. As a result, sub-projects contained within this project number are in various states of design, from planning to construction. In addition, this project number is used to initiate process replacement and improvement sub-projects throughout the year that develop into stand alone projects with their own unique project number. Project schedule dates reflect activities of multiple sub-projects.

# Capital Appropriation Proposal



**NARRATIVES** WTC PROCESS REPLACEMENT IMPROV 1113189

## 1. PROJECT SCOPE

Process Replacement /Improvement - The Process Replacement /Improvement projects in this asset management project are designed to enhance or improve the treatment process by adding redundancy, improving safety, improving operating efficiency, or enhancing maintenance practices. This “Roll-Up Project” funds a number of process replacement and improvement sub-projects that vary in dollar value, but are typically less than $2,500,000. The number of sub-projects fluctuates as projects are completed and new sub-projects are added through the engineering work request process. As a result, sub-projects contained within this project number are in various states of design, from planning to construction. In addition, this project number is used to initiate process replacement and improvement sub-projects throughout the year that develop into stand alone projects with their own unique project number. Project schedule dates reflect activities of multiple sub-projects.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

These replacements, enhancements, and improvements to the treatment process are necessary to achieve defined standards for the proper, adequate, and efficient treatment of wastewater.

## 4. PROJECT BENEFITS/OUTCOMES

The Roll-Up Project sub-projects maintain or enhance the treatment process by adding redundancy, improving safety, or enhancing maintenance practices. Benefits include improved quality of products for plant effluent, reclaimed water and/or biosolids.

## 5. BUDGET REQUEST BASIS

This is an ongoing program that funds multiple subprojects in all phases of project delivery. The total request is based on a combination of current existing subprojects, pending expected subprojects, and an analysis of historical program spending. The requested budget will fund treatment process improvements to increase process efficiency and safety including flow meter replacements, dechlorination system modifications, and plant optimization evaluations.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

See individual subprojects for specific information.

## 8. PROJECT STATUS

Multiple subprojects are ongoing in various stages of planning, design and implementation.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

See individual subprojects for specific information.

## 11. ART ELIGIBILITY

Project is for equipment refurbishment and replacement.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Subprojects will use WTD ESJ evaluation processes as part of project delivery. We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan.

**NARRATIVES** WTC PROCESS REPLACEMENT IMPROV 1113189

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Subprojects will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Subprojects will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC MECHANICAL UPGRADE AND REP 1113196

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC MECHANICAL UPGRADE AND REP |
| **Substantial Completion** | |
| **Location** | Projects are located throughout the Wastewater Treatment Division's facilities. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/02 - 12/31/22 | $2,160,818 | $1,172,176 | $1,342,947 | $1,420,691 | $6,096,632 |
| **2 Preliminary Design** 01/01/02 - 12/31/22 | $4,579,605 | $1,758,263 | $2,014,421 | $2,131,035 | $10,483,324 |
| **3 Final Design** 01/01/02 - 12/31/22 | $10,860,546 | $3,516,526 | $4,028,841 | $4,262,071 | $22,667,984 |
| **4 Implementation** 01/01/02 - 12/31/27 | $31,906,933 | $3,763,189 | $4,399,371 | $4,572,062 | $44,641,555 |
| **5 Closeout** | $3,472,958 | $1,799,134 | $2,014,421 | $2,214,140 | $9,500,653 |
| **6 Acquisition** | $24,606 | $0 | $0 | $0 | $24,606 |
| **Total Budget** | **$53,005,467** | **$12,009,288** | **$13,800,001** | **$14,599,999** | **$93,414,755** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $12,009,287 | $13,800,000 | $14,600,000 | $40,409,287 |
| **Total Revenue** | **$12,009,287** | **$13,800,000** | **$14,600,000** | **$40,409,287** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC MECHANICAL UPGRADE AND REP 1113196

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $1,523,885 | $183,811 | $1,172,176 | $1,342,947 | $1,420,691 | $5,643,510 |
| 2 Prelim Design | $3,981,029 | $275,717 | $1,758,263 | $2,014,421 | $2,131,035 | $10,160,465 |
| 3 Final Design | $5,601,385 | $804,858 | $3,516,526 | $4,028,841 | $4,262,071 | $18,213,681 |
| 4 Implementation | $35,092,465 | $3,861,519 | $4,853,902 | $4,399,371 | $4,572,062 | $52,779,319 |
| 5 Closeout | $203,699 | $374,095 | $1,799,132 | $2,014,421 | $2,214,140 | $6,605,487 |
| 6 Acquisition | $12,292 | $0 | $0 | $0 | $0 | $12,292 |
| **Total Expense** | **$46,414,755** | **$5,500,000** | **$13,099,999** | **$13,800,001** | **$14,599,999** | **$93,414,754** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $5,643,508 | $1,533,861 | $2,160,818 | $1,707,696 |
| 2 Preliminary Design | $0 | $10,160,464 | $4,109,069 | $4,579,605 | $4,256,746 |
| 3 Final Design | $0 | $18,213,681 | $5,753,999 | $10,860,546 | $6,406,243 |
| 4 Implementation | $0 | $52,779,319 | $36,277,245 | $31,906,933 | $38,953,984 |
| 5 Closeout | $0 | $6,605,490 | $239,662 | $3,472,958 | $577,794 |
| 6 Acquisition | $0 | $12,292 | $12,292 | $24,606 | $12,292 |
| **Total** | **$0** | **$93,414,754** | **$47,926,128** | **$53,005,466** | **$51,914,755** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $453,122 | $1,172,176 | $1,172,176 | $453,122 |
| 2 Preliminary Design | $322,859 | $1,758,263 | $1,758,263 | $322,859 |
| 3 Final Design | $4,454,303 | $3,516,526 | $3,516,526 | $4,454,303 |
| 4 Implementation | ($7,047,051) | $3,763,189 | $4,853,902 | ($8,137,764) |
| 5 Closeout | $2,895,164 | $1,799,134 | $1,799,132 | $2,895,166 |
| 6 Acquisition | $12,314 | $0 | $0 | $12,314 |
| **Total** | **$1,090,711** | **$12,009,288** | **$13,099,999** | **$0** |

**NARRATIVES** WTC MECHANICAL UPGRADE AND REP 1113196

## Current Scope

Mechanical Upgrade and Replacement - The Mechanical Upgrade and Replacement Program includes asset management project that replace or upgrade mechanical systems at wastewater facilities that have served their useful life such as pumping systems, hydraulic systems and heating and ventilation systems; improve efficiency, provide safety for operators and upgrades to meet current codes. This"Roll-Up Project" funds a number of mechanical upgrade and replacement subprojects that vary in dollar value, but are typically less than $2,500,000. The number of subprojects fluctuates as projects are completed and new subprojects are added through the New Project Request process. As a result, subprojects contained within this project number are in various phases from planning, design, and to construction. In addition, this Roll-Up project is used to initiate mechanical upgrade and replacement subprojects throughout the year that may later develop into stand alone projects with their own project number. Project schedule dates reflect activities of multiple subprojects.

# Capital Appropriation Proposal



**NARRATIVES** WTC MECHANICAL UPGRADE AND REP 1113196

## 1. PROJECT SCOPE

Mechanical Upgrade and Replacement - The Mechanical Upgrade and Replacement Program includes asset management project that replace or upgrade mechanical systems at wastewater facilities that have served their useful life such as pumping systems, hydraulic systems and heating and ventilation systems; improve efficiency, provide safety for operators and upgrades to meet current codes. This"Roll-Up Project" funds a number of mechanical upgrade and replacement subprojects that vary in dollar value, but are typically less than $2,500,000. The number of subprojects fluctuates as projects are completed and new subprojects are added through the New Project Request process. As a result, subprojects contained within this project number are in various phases from planning, design, and to construction. In addition, this Roll-Up project is used to initiate mechanical upgrade and replacement subprojects throughout the year that may later develop into stand alone projects with their own project number. Project schedule dates reflect activities of multiple subprojects.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Subprojects included in this "Roll-Up Project" serve several purposes such as, increase system reliability and efficiency, increase operator and public safety and contribute to wastewater treatment division (WTD) meeting current codes as well as replacing or upgrading various mechanical equipment that have reached the end of their useful lives such as piping, hydraulic systems and heating and ventilation systems.

## 4. PROJECT BENEFITS/OUTCOMES

The subprojects included in this" Roll-up Project" provide benefits in several key areas such as: 1. Reduced staff hours to maintain or operate various pieces of equipment or process systems. 2. Decrease use of resources such as water, electricity, fuel or chemicals which also reduces costs to purchase these items. 3. Increase safety for operators and the general public.

## 5. BUDGET REQUEST BASIS

This is an ongoing program that funds multiple subprojects in all phases of project delivery. The total request is based on a combination of current existing subprojects, pending expected subprojects, and an analysis of historical program spending. The requested budget will fund mechanical upgrades to replace systems that have reached the end of life and improve safety including HVAC replacements and system assessments.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

See individual subprojects for specific information.

## 8. PROJECT STATUS

The work of this Rollup project is ongoing and varied, see individual subprojects for details.

## 9. ALTERNATIVES ANALYSIS

See individual subprojects for specific information.

## 10. OTHER AGENCY INVOLVEMENT

See individual subprojects for specific information.

## 11. ART ELIGIBILITY

Project is for equipment replacement and refurbishment.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Subprojects will use WTD ESJ evaluation processes as part of project delivery. We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan.

**NARRATIVES** WTC MECHANICAL UPGRADE AND REP 1113196

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Subprojects will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Subprojects will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC PIPELINE REPLACEMENT 1113247

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC PIPELINE REPLACEMENT |
| **Substantial Completion** | |
| **Location** | Projects are located throughout the Wastewater Treatment Division's facilities. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/01 - 12/31/22 | $3,058,895 | $0 | $135,931 | $144,678 | $3,339,504 |
| **2 Preliminary Design** 01/01/01 - 12/31/22 | $4,602,509 | $0 | $203,897 | $217,017 | $5,023,423 |
| **3 Final Design** 01/01/01 - 12/31/22 | $9,000,086 | $0 | $407,795 | $434,034 | $9,841,915 |
| **4 Implementation** 01/01/01 - 12/31/22 | $20,026,838 | $0 | $2,797,623 | $4,432,626 | $27,257,087 |
| **5 Closeout** 01/01/01 - 12/31/22 | $3,079,072 | $0 | $229,663 | $271,645 | $3,580,380 |
| **6 Acquisition** | $214,965 | $0 | $0 | $0 | $214,965 |
| **Total Budget** | **$39,982,366** | **$0** | **$3,774,909** | **$5,500,000** | **$49,257,275** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $3,774,910 | $5,500,000 | $9,274,910 |
| **Total Revenue** | **$0** | **$3,774,910** | **$5,500,000** | **$9,274,910** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC PIPELINE REPLACEMENT 1113247

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $3,230,403 | ($22,094) | $128,190 | $135,931 | $144,678 | $3,617,108 |
| 2 Prelim Design | $3,557,266 | ($2,207) | $192,286 | $203,897 | $217,017 | $4,168,259 |
| 3 Final Design | $4,377,529 | $158,821 | $384,572 | $407,795 | $434,034 | $5,762,751 |
| 4 Implementation | $17,875,482 | $3,530,373 | $3,984,915 | $4,122,712 | $4,432,626 | $33,946,108 |
| 5 Closeout | $654,792 | $171,555 | $210,036 | $229,663 | $271,645 | $1,537,691 |
| 6 Acquisition | $224,856 | $500 | $0 | $0 | $0 | $225,356 |
| **Total Expense** | **$29,920,329** | **$3,836,948** | **$4,899,999** | **$5,099,998** | **$5,500,000** | **$49,257,274** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,617,109 | $3,449,829 | $3,058,895 | $3,208,309 |
| 2 Preliminary Design | $0 | $4,168,260 | $3,577,541 | $4,602,509 | $3,555,059 |
| 3 Final Design | $0 | $5,762,751 | $4,486,841 | $9,000,086 | $4,536,350 |
| 4 Implementation | $0 | $33,946,108 | $18,701,620 | $20,026,838 | $21,405,855 |
| 5 Closeout | $0 | $1,537,692 | $689,281 | $3,079,072 | $826,347 |
| 6 Acquisition | $0 | $225,356 | $224,856 | $214,965 | $225,356 |
| **Total** | **$0** | **$49,257,276** | **$31,129,968** | **$39,982,365** | **$33,757,276** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($149,414) | $0 | $128,190 | ($277,604) |
| 2 Preliminary Design | $1,047,450 | $0 | $192,286 | $855,164 |
| 3 Final Design | $4,463,736 | $0 | $384,572 | $4,079,164 |
| 4 Implementation | ($1,379,018) | $0 | $3,984,915 | ($5,363,933) |
| 5 Closeout | $2,252,725 | $0 | $210,036 | $2,042,689 |
| 6 Acquisition | ($10,391) | $0 | $0 | ($10,391) |
| **Total** | **$6,225,088** | **$0** | **$4,899,999** | **$1,325,089** |

**NARRATIVES** WTC PIPELINE REPLACEMENT 1113247

## Current Scope

Pipeline Replacement - The Pipeline Replacement Program projects are primarily treatment process support systems. This piping conveys fluids such as potable and non-potable water, sludge, gases, chemicals, and air. These are projects that enhance the treatment process, overhaul, rehabilitate, or replace failed piping systems and equipment that has reached the end of its useful life, improve safety, reliability, efficiency or increase redundancy of the piping systems and code required upgrades. This “Rollup Project” funds a number of pipeline replacement subprojects that vary in dollar value, but are typically less than $2,500,000. The number of subprojects fluctuates as projects are completed and new subprojects are added through the project work request process. As a result, subprojects contained within this project number are in various states of design, from planning to construction. In addition, this project number is used to initiate pipeline replacement sub-projects throughout the year that develop into stand alone projects with their own unique project number. Project schedule dates reflect activities of multiple subprojects.

# Capital Appropriation Proposal



**NARRATIVES** WTC PIPELINE REPLACEMENT 1113247

## 1. PROJECT SCOPE

Pipeline Replacement - The Pipeline Replacement Program projects are primarily treatment process support systems. This piping conveys fluids such as potable and non-potable water, sludge, gases, chemicals, and air. These are projects that enhance the treatment process, overhaul, rehabilitate, or replace failed piping systems and equipment that has reached the end of its useful life, improve safety, reliability, efficiency or increase redundancy of the piping systems and code required upgrades. This "Rollup Project" funds a number of pipeline replacement subprojects that vary in dollar value, but are typically less than $2,500,000. The number of subprojects fluctuates as projects are completed and new subprojects are added through the project work request process. As a result, subprojects contained within this project number are in various states of design, from planning to construction. In addition, this project number is used to initiate pipeline replacement sub-projects throughout the year that develop into stand alone projects with their own unique project number. Project schedule dates reflect activities of multiple subprojects.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

These pipeline replacements and upgrades are necessary to ensure that existing systems continue to function properly to meet the required service levels.

## 4. PROJECT BENEFITS/OUTCOMES

This capital asset management program provides a programmatic approach to the timely replacement of capital assets that have reached their end of life or emergent issues that require capital solutions. This has a beneficial impact on plant operating budgets and work loads by reducing maintenance costs, improving mechanical efficiency and standardizing equipment manufactures.

## 5. BUDGET REQUEST BASIS

The appropriation request is based on analysis of project schedule, spending, contingency, budget carryover amount and the timing of property acquisition and implementation contracting.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

This is a rollup program and the majority of work is equipment (process piping) replacement. This has a beneficial impact on plant operating budgets by reducing maintenance costs, improving plant efficiency and standardizing equipment manufactures.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

See individual subprojects for specific information.

## 10. OTHER AGENCY INVOLVEMENT

See individual subprojects for specific information.

## 11. ART ELIGIBILITY

Project is for equipment replacement and refurbishment.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Subprojects will use WTD ESJ evaluation processes as part of project delivery. We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan.

**NARRATIVES** WTC PIPELINE REPLACEMENT 1113247

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Subprojects will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Subprojects will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC COMP PLANNING REPORTING 1113334

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC COMP PLANNING REPORTING |
| **Substantial Completion** | |
| **Location** | King Street Center |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/00 - 12/31/30 | $15,181,758 | $362,572 | $0 | $0 | $15,544,330 |
| **2 Preliminary Design** | $9,242,391 | $6,508,667 | $0 | $0 | $15,751,058 |
| **3 Final Design** | $15,057,957 | $6,550,480 | $8,818,391 | $1,466,539 | $31,893,367 |
| **4 Implementation** | $5,588,045 | $504,712 | $2,636,223 | $5,115,885 | $13,844,865 |
| **5 Closeout** | $431,190 | $72,355 | $61,273 | $252,963 | $817,781 |
| **6 Acquisition** | $6 | $0 | $0 | $0 | $6 |
| **Total Budget** | **$45,501,347** | **$13,998,786** | **$11,515,887** | **$6,835,387** | **$77,851,407** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $13,998,787 | $11,515,888 | $6,835,387 | $32,350,062 |
| **Total Revenue** | **$13,998,787** | **$11,515,888** | **$6,835,387** | **$32,350,062** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC COMP PLANNING REPORTING 1113334

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $38,995,288 | $1,070,155 | $362,572 | $0 | $0 | $40,428,015 |
| 2 Prelim Design | $113,732 | $2,034,304 | $6,508,667 | $0 | $0 | $8,656,703 |
| 3 Final Design | $409,309 | $1,744,458 | $7,459,487 | $8,818,391 | $1,466,539 | $19,898,184 |
| 4 Implementation | $1,811,777 | $161,457 | ($120,064) | $2,636,223 | $5,115,885 | $9,605,278 |
| 5 Closeout | $5,568 | $8,325 | $72,355 | $61,273 | $252,963 | $400,484 |
| 6 Acquisition | $24,216 | $0 | $0 | $0 | $0 | $24,216 |
| **Total Expense** | **$41,359,891** | **$5,018,699** | **$14,283,017** | **$11,515,887** | **$6,835,387** | **$79,012,881** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $40,428,016 | $40,929,688 | $15,181,758 | $40,065,443 |
| 2 Preliminary Design | $0 | $8,656,702 | $115,510 | $9,242,391 | $2,148,036 |
| 3 Final Design | $0 | $19,898,185 | $409,309 | $15,057,957 | $2,153,767 |
| 4 Implementation | $0 | $9,605,280 | $1,834,614 | $5,588,045 | $1,973,234 |
| 5 Closeout | $0 | $400,484 | $5,568 | $431,190 | $13,893 |
| 6 Acquisition | $0 | $24,216 | $24,216 | $6 | $24,216 |
| **Total** | **$0** | **$79,012,883** | **$43,318,905** | **$45,501,347** | **$46,378,589** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($24,883,685) | $362,572 | $362,572 | ($24,883,685) |
| 2 Preliminary Design | $7,094,355 | $6,508,667 | $6,508,667 | $7,094,355 |
| 3 Final Design | $12,904,190 | $6,550,480 | $7,459,487 | $11,995,183 |
| 4 Implementation | $3,614,811 | $504,712 | ($120,064) | $4,239,587 |
| 5 Closeout | $417,297 | $72,355 | $72,355 | $417,297 |
| 6 Acquisition | ($24,210) | $0 | $0 | ($24,210) |
| **Total** | **($877,242)** | **$13,998,786** | **$14,283,017** | **($1,161,473)** |

**NARRATIVES** WTC COMP PLANNING REPORTING 1113334

## Current Scope

Comprehensive Planning Reporting - This programmatic project funds and staffs the Wastewater Treatment Division's (WTD) comprehensive planning functions. The planning functions are on-going planning and reporting for combined sewer overflow control, monitoring, and updates of the Regional Wastewater Services Plan (RWSP). This project also supports WTD strategic planning for climate change, treatment, and supports policy development and planning level coordination for WTD. The program supports coordination efforts with Seattle Public Utilities (SPU) including short and long term planning and regulatory coordination. Any new initiatives or capital planning efforts are under this project.

# Capital Appropriation Proposal



**NARRATIVES** WTC COMP PLANNING REPORTING 1113334

## 1. PROJECT SCOPE

Comprehensive Planning Reporting - This programmatic project funds and staffs the Wastewater Treatment Division's (WTD) comprehensive planning functions. The planning functions are on-going planning and reporting for combined sewer overflow control, monitoring, and updates of the Regional Wastewater Services Plan (RWSP). This project also supports WTD strategic planning for climate change, treatment, and supports policy development and planning level coordination for WTD. The program supports coordination efforts with Seattle Public Utilities (SPU) including short and long term planning and regulatory coordination. Any new initiatives or capital planning efforts are under this project.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County Code Chapter 28.86 requires WTD's comprehensive planning functions. Additional planning functions are required in the National Pollution Discharge Elimination System (NPDES) Permits for municipal treatment plants and consent decrees. Planning functions are also responsive to the King County Strategic Plan, Strategic Climate Action Plan, and King County Executive Policy.

## 4. PROJECT BENEFITS/OUTCOMES

Comprehensive planning includes long-range planning activities for financial stability and rate savings. Identifying large capital projects to meet capacity and regulatory needs and sequencing those projects to minimize rate impacts and provide for long-range financial planning is standard for large utilities. Long-range planning insures WTD meets regulatory requirements and court orders to complete projects in a timely manner.

## 5. BUDGET REQUEST BASIS

This is an ongoing program that funds multiple subprojects. The requested budget will fund subprojects that will work on several ongoing capital project planning activities including the Combined Sewer Overflow (CSO) Long Term Control Plan Update, CSO compliance monitoring and reporting, Regional Wastewater Services Plan (RWSP) information updates, Climate Change Studies as outlined in the Strategic Climate Action Plan, CSO consent decree reporting, and a study that responds to a budget proviso on wastewater effluent discharge impacts on Southern Resident Killer Whales. The project also supports planning and coordination efforts with Seattle Public Utilities (SPU).

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

No direct operation budget impacts. Portions of this project provide budget for operations staff involvement in planning work. Comprehensive plans will identify new projects for future capital budgets as well.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

A number of the subprojects deal with Comprehensive Planning work that includes all 34 component agencies as stakeholders in the work being done. Frequent briefings with the Metropolitan Water Pollution Abatement Advisory Committee and Regional Water Quality Committee occur under this project.

## 11. ART ELIGIBILITY

This project is for comprehensive planning and reporting as required by county code.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Project is for report development.

# Capital Appropriation Proposal



**NARRATIVES** WTC COMP PLANNING REPORTING 1113334

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will implement the priority actions in Section Two of the SCAP (Preparing for Climate Change Impacts) that calls for WTD to (1) assess the impacts of climate change/rainfall patterns on wastewater conveyance and treatment, and (2) incorporate results of the assessment into future updates of the Regional Wastewater Services Plan and the King County Combined Sewer Overflow Control Plan.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC LAB ASSET MGMT PROGRAM 1113351

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Environmental Lab |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $63,461 | $0 | $0 | $0 | $63,461 |
| **2 Preliminary Design** | $3,028 | $0 | $0 | $0 | $3,028 |
| **3 Final Design** | $43,383 | $0 | $0 | $0 | $43,383 |
| **4 Implementation** 01/01/05 - 12/07/24 | $15,094,860 | $1,220,278 | $2,493,009 | $2,911,960 | $21,720,107 |
| **5 Closeout** | $65 | $0 | $0 | $0 | $65 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$15,204,798** | **$1,220,278** | **$2,493,009** | **$2,911,960** | **$21,830,045** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $1,220,278 | $2,493,009 | $2,911,960 | $6,625,247 |
| **Total Revenue** | **$1,220,278** | **$2,493,009** | **$2,911,960** | **$6,625,247** |

### EXPENSE WTC LAB ASSET MGMT PROGRAM 1113351

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $318,776 | $0 | $0 | $0 | $0 | $318,776 |
| **2 Prelim Design** | $60,712 | $0 | $0 | $0 | $0 | $60,712 |
| **3 Final Design** | $190,789 | $0 | $0 | $0 | $0 | $190,789 |
| **4 Implementation** | $12,256,290 | $757,224 | $2,131,487 | $2,493,009 | $2,911,960 | $20,549,970 |
| **5 Closeout** | $4,892 | $0 | $0 | $0 | $0 | $4,892 |
| **6 Acquisition** | $704,906 | $0 | $0 | $0 | $0 | $704,906 |
| **Total Expense** | **$13,536,365** | **$757,224** | **$2,131,487** | **$2,493,009** | **$2,911,960** | **$21,830,045** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $318,776 | $319,867 | $63,461 | $318,776 |
| 2 Preliminary Design | $0 | $60,712 | $60,712 | $3,028 | $60,712 |
| 3 Final Design | $0 | $190,789 | $190,789 | $43,383 | $190,789 |
| 4 Implementation | $0 | $20,549,971 | $12,256,290 | $15,094,860 | $13,013,514 |
| 5 Closeout | $0 | $4,892 | $4,892 | $65 | $4,892 |
| 6 Acquisition | $0 | $704,906 | $1,169,876 | $1 | $704,906 |
| **Total** | **$0** | **$21,830,046** | **$14,002,426** | **$15,204,798** | **$14,293,589** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($255,315) | $0 | $0 | ($255,315) |
| 2 Preliminary Design | ($57,684) | $0 | $0 | ($57,684) |
| 3 Final Design | ($147,406) | $0 | $0 | ($147,406) |
| 4 Implementation | $2,081,346 | $1,220,278 | $2,131,487 | $1,170,137 |
| 5 Closeout | ($4,827) | $0 | $0 | ($4,827) |
| 6 Acquisition | ($704,905) | $0 | $0 | ($704,905) |
| **Total** | **$911,209** | **$1,220,278** | **$2,131,487** | **$0** |

## NARRATIVES

WTC LAB ASSET MGMT PROGRAM 1113351

### Current Scope

Lab Asset Management Program - This project includes the refurbishment or replacement of the capital asset testing and sampling equipment (CAMP) of the Environmental Laboratory.

### 1. PROJECT SCOPE

Lab Asset Management Program - This project includes the refurbishment or replacement of the capital asset testing and sampling equipment (CAMP) of the Environmental Laboratory.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Replace and maintain lab equipment including some building systems. In determining a replacement date for laboratory equipment and instrumentation, several factors are taken into consideration: when repair costs exceed replacement costs; whether changes in regulatory requirements stipulate more stringent standards such as lower detection limits; and whether availability of repair service and replacement parts has become more limited as technologies become less utilized by the industry. The Lab CAMP is tracked by an asset database. The Lab's ability to collect and analyze samples and generate quality data for DNRP programs and for outside agencies is reliant upon equipment that is operating properly. This budget also supports the maintenance of Lab building systems required for employee safety.

### 4. PROJECT BENEFITS/OUTCOMES

Replacement of a failing dishwasher that is critical to microbiology and conventional analyses; a TOC analyzer that was no longer adequately supported by the vendor; and a new flowcam system to support analyses of organisms in Puget Sound. All of this equipment supports Lab functionality. This equipment is essential to the lab’s mission of supporting NDPES permits and other long term monitoring programs.

# Capital Appropriation Proposal



**NARRATIVES** WTC LAB ASSET MGMT PROGRAM 1113351

## 5. BUDGET REQUEST BASIS

This is an ongoing project without typical phases. The requested budget will fund the annual purchases of replacement sampling equipment, analytical instrumentation, and some building systems at the King County Environmental Laboratory that have reached their end of life; or new capital equipment/instrumentation required to support new compliance/regulatory requirements, and environmental monitoring programs.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

This project is ongoing.

## 9. ALTERNATIVES ANALYSIS

Each year the Environmental Lab reviews it's CAMP to identify which equipment needs to be replaced or new equipment that needs to be purchased.

## 10. OTHER AGENCY INVOLVEMENT

The Environmental Lab works with Executive Service Procurement for the issuance of RFPs, Waiver processes and other procurement activities.

## 11. ART ELIGIBILITY

Replacement of equipment.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Replacement of equipment.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A Replacement of equipment.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC NORTH CREEK INTERCEPTOR (WTC N CREEK INTERCEPTOR) 1114382

MPA Reporting, Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 02/27/2018 |
| **Location** | Snohomish County: City of Bothell and unincorporated Snohomish County. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 04/01/10 - 06/14/10 | $2,267 | $0 | $0 | $0 | $2,267 |
| **2 Preliminary Design** 03/21/11 - 07/16/12 | $553,145 | $0 | $0 | $0 | $553,145 |
| **3 Final Design** 07/16/12 - 10/01/14 | $3,485,941 | $0 | $0 | $0 | $3,485,941 |
| **4 Implementation** 02/02/15 - 09/01/20 | $81,493,345 | $979,684 | $0 | $0 | $82,473,029 |
| **5 Closeout** 09/01/20 - 07/31/21 | $1,820,969 | $33,020 | $0 | $0 | $1,853,989 |
| **6 Acquisition** | $2,151,070 | $0 | $0 | $0 | $2,151,070 |
| **Total Budget** | **$89,506,737** | **$1,012,704** | **$0** | **$0** | **$90,519,441** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $1,012,704 | $0 | $0 | $1,012,704 |
| **Total Revenue** | **$1,012,704** | **$0** | **$0** | **$1,012,704** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC N CREEK INTERCEPTOR 1114382

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $2,267 | $0 | $0 | $0 | $0 | $2,267 |
| 2 Prelim Design | $553,145 | $0 | $0 | $0 | $0 | $553,145 |
| 3 Final Design | $3,485,941 | $0 | $0 | $0 | $0 | $3,485,941 |
| 4 Implementation | $78,164,327 | $3,812,359 | $1,839,471 | $0 | $0 | $83,816,157 |
| 5 Closeout | $1,714,951 | $0 | $33,020 | $0 | $0 | $1,747,971 |
| 6 Acquisition | $913,960 | $0 | $0 | $0 | $0 | $913,960 |
| **Total Expense** | **$84,834,591** | **$3,812,359** | **$1,872,491** | **$0** | **$0** | **$90,519,441** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $2,267 | $2,267 | $2,267 | $2,267 |
| 2 Preliminary Design | $0 | $553,145 | $553,145 | $553,145 | $553,145 |
| 3 Final Design | $4,424,632 | $3,485,941 | $3,485,941 | $3,485,941 | $3,485,941 |
| 4 Implementation | $51,018,522 | $83,816,157 | $79,481,237 | $81,493,345 | $81,976,686 |
| 5 Closeout | $693,689 | $1,747,970 | $1,714,951 | $1,820,969 | $1,714,951 |
| 6 Acquisition | $453,816 | $913,960 | $913,960 | $2,151,070 | $913,960 |
| **Total** | **$56,590,659** | **$90,519,440** | **$86,151,501** | **$89,506,737** | **$88,646,950** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($483,341) | $979,684 | $1,839,471 | ($1,343,128) |
| 5 Closeout | $106,018 | $33,020 | $33,020 | $106,018 |
| 6 Acquisition | $1,237,110 | $0 | $0 | $1,237,110 |
| **Total** | **$859,787** | **$1,012,704** | **$1,872,491** | **$0** |

**NARRATIVES** WTC N CREEK INTERCEPTOR 1114382

## Current Scope

North Creek Interceptor - This project increases the capacity of part of the North Creek Interceptor Sewer serving southwestern Snohomish County. The project involves replacement of 10,000 LF of existing gravity pipe with larger gravity pipes, 36 to 48 inches in diameter. Both trenchless (open face shield tunneling and pipe ramming) and open trench construction methods were used.

## 1. PROJECT SCOPE

North Creek Interceptor - This project increases the capacity of part of the North Creek Interceptor Sewer serving southwestern Snohomish County. The project involves replacement of 10,000 LF of existing gravity pipe with larger gravity pipes, 36 to 48 inches in diameter. Both trenchless (open face shield tunneling and pipe ramming) and open trench construction methods were used.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC N CREEK INTERCEPTOR 1114382

## 3. PROJECT JUSTIFICATION

King County Conveyance System Policy CP-1 (KCC 28.86.060) directs the county to design and construct wastewater conveyance facilities to meet the 20-year peak flow standard to avoid sanitary sewer overflows and accommodate planned growth. Since 2010, WTD staff have responded to periodic overflows from the existing sewer during wet weather due to capacity limitations.

## 4. PROJECT BENEFITS/OUTCOMES

Meet 20 year peak flow standard to avoid Combined Sewer Overflows and accommodate planned growth.

## 5. BUDGET REQUEST BASIS

Additional appropriation will cover project closeout and litigation costs.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

The results of the June mediation may realize Operating Budget funds to perform regular scheduled cleaning of the sedimentation accumulated upstream of the lifted carrier pipe as a result of the slowed flow of wastewater.

## 8. PROJECT STATUS

Construction is complete. Financial Audit and Close out activities are ongoing. Mediation with contractor and subcontractor for lifted carrier pipe scheduled for June 2020. Litigation Trial for wrongful termination of original contractor is scheduled for March 2021.

## 9. ALTERNATIVES ANALYSIS

Recommended solution was implemented.

## 10. OTHER AGENCY INVOLVEMENT

Project coordinated with Canyon Park Business Association, City of Bothell and City of Snohomish.

## 11. ART ELIGIBILITY

Project is a sewer.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity Determinants Assessment has been completed. The project team has already used interpreters and will continue to address equity and social justice needs in outreach activities during construction.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

At 30% the project received a Platinum certification using the WTD Sustainability Scorecard and the Completion scorecard will not be submitted until 2021.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WTC N CREEK INTERCEPTOR 1114382

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC RECLAIMED WATER PLANNING & INFRASTRUCTURE (WTC RECLAIM H2O PLAN & INFSTRC) 1114383

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Reclaimed water produced by Brightwater, Carnation and South Plant |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/12 - 12/31/22 | $1,918,186 | $0 | $0 | $0 | $1,918,186 |
| **2 Preliminary Design** | $2,386,685 | $1,414,555 | $136,591 | $0 | $3,937,831 |
| **3 Final Design** | $1,509,974 | $886,275 | $1,496,014 | $0 | $3,892,263 |
| **4 Implementation** | $3,962,387 | $1,286,424 | $1,092,245 | $0 | $6,341,056 |
| **5 Closeout** | $1 | $0 | $0 | $0 | $1 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$9,777,234** | **$3,587,254** | **$2,724,850** | **$0** | **$16,089,338** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $3,587,254 | $2,724,850 | $0 | $6,312,104 |
| **Total Revenue** | **$3,587,254** | **$2,724,850** | **$0** | **$6,312,104** |

### EXPENSE WTC RECLAIM H2O PLAN & INFSTRC 1114383

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $2,140,987 | $333,131 | $0 | $0 | $0 | $2,474,118 |
| **2 Prelim Design** | $58,758 | $295,375 | $1,414,555 | $136,591 | $22,520 | $1,927,799 |
| **3 Final Design** | $319,470 | $203,637 | $886,275 | $2,387,781 | $1,129,599 | $4,926,762 |
| **4 Implementation** | $1,763,021 | $136,265 | $1,286,424 | $1,222,925 | $2,284,109 | $6,692,744 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $67,914 | $67,914 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$4,282,236** | **$968,408** | **$3,587,254** | **$3,747,297** | **$3,504,142** | **$16,089,337** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $2,474,118 | $2,323,799 | $1,918,186 | $2,474,118 |
| 2 Preliminary Design | $0 | $1,927,799 | $86,715 | $2,386,685 | $354,133 |
| 3 Final Design | $0 | $4,926,763 | $322,178 | $1,509,974 | $523,107 |
| 4 Implementation | $0 | $6,692,744 | $1,767,228 | $3,962,387 | $1,899,286 |
| 5 Closeout | $0 | $67,914 | $0 | $1 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$16,089,338** | **$4,499,920** | **$9,777,234** | **$5,250,644** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($555,932) | $0 | $0 | ($555,932) |
| 2 Preliminary Design | $2,032,552 | $1,414,555 | $1,414,555 | $2,032,552 |
| 3 Final Design | $986,867 | $886,275 | $886,275 | $986,867 |
| 4 Implementation | $2,063,101 | $1,286,424 | $1,286,424 | $2,063,101 |
| 5 Closeout | $1 | $0 | $0 | $1 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$4,526,590** | **$3,587,254** | **$3,587,254** | **$4,526,590** |

## NARRATIVES

WTC RECLAIM H2O PLAN & INFSTRC 1114383

### Current Scope

Reclaimed Water Planning and Infrastructure - The project includes customer development and support for existing reclaimed water facilities including planning, negotiating agreements, obtaining initial permits, customer connections, feasibilities studies, and engineering planning for reclaimed water use from South Plant, Carnation, and Brightwater.

### 1. PROJECT SCOPE

Reclaimed Water Planning and Infrastructure - The project includes customer development and support for existing reclaimed water facilities including planning, negotiating agreements, obtaining initial permits, customer connections, feasibilities studies, and engineering planning for reclaimed water use from South Plant, Carnation, and Brightwater.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Required by RWSP planning policies, Council Ordinance, SCAP, Brightwater DNR Outfall lease requirements, and Executive Initiative

### 4. PROJECT BENEFITS/OUTCOMES

Provides ability to evaluate feasibility of customer connections and develop potential customers to increase reclaimed water use as an alternative discharge to Puget Sound.

### 5. BUDGET REQUEST BASIS

This is an ongoing project without typical phases. The requested budget will fund ongoing planning and support for the reclaimed water program and the implementation of customer hook ups, metering improvements, and fill station improvements. The funds cover engineering and consultant work and purchasing equipment. These funds also cover continued recycled water testing and data analysis necessary for ensuring permit requirements for irrigation.

**NARRATIVES** WTC RECLAIM H2O PLAN & INFSTRC 1114383

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

As additional customers in the Sammamish Valley are connected to the reclaimed water system, operations staff is required to read the meters and maintain the meters and backflow preventers. Reclaimed water program staff will spend additional time supporting the customers as they become long term customers and providing on-going training which is charged to the operating budget.

## 8. PROJECT STATUS

In 2019, highlights of work completed under this programmatic budget included: a draft feasibility study for connection of Chateau Ste. Michelle, continued pilot test at Foster Golf Links, a new York Pump Station truck fill station customer contract was signed, draft Cascade Water Alliance reclaimed water feasibility study complete, and initial project development of a demonstration projects to be held at Hollywood Pump Station. In 2020, highlights of work plans under this programmatic budget include: design and installation of reclaimed water cross connection control at South Treatment Plant; final design, permitting and construction of the demonstration project at Hollywood Pump Station; master agreement development discussions; exploring a permanent connection for the Buttonwood Tree Farm; and beginning development of automated meter reading for the Brightwater customers.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

WLRD provides reclaimed water and soil quality testing, provides farmer coordination assistance, and guidance on wetland, surface water, and groundwater associated with reclaimed water projects. Departments of Ecology and Health jointly permit reclaimed water facilities. New customer contracts and training are required by these departments.

## 11. ART ELIGIBILITY

Capital Planning and Program Development Project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project involves connecting customers where our existing reclaimed water distribution lines have already been installed. We are constrained by existing geography of distribution systems which are near the existing wastewater treatment plants. King County will be offering reclaimed water to all potential customers along the system that will use the water for uses approved by WA Department of Ecology and Health. Outreach during the project implementation is conducted in the language preferred by the customer's employees.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will help implement the priority action in Section Two of the SCAP (Preparing for Climate Change Impacts) that calls for WTD to expand the use of reclaimed water. Progress towards implementation of the priority action will be measured by quantifying new reclaimed water customers and connections. Reclaimed water connection projects will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WTC RECLAIM H2O PLAN & INFSTRC 1114383

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

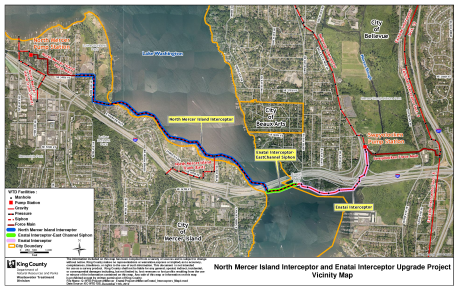
# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC N MERCER ENATAI INT PAR 1116800

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6, 8 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/11/2025 |
| **Location** | North Mercer Island and southwest Bellevue |
| **Cap Status** | Approved |




### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 11/02/12 - 03/12/13 | $98,715 | $0 | $0 | $0 | $98,715 |
| **2 Preliminary Design** 04/25/16 - 06/13/17 | $4,581,407 | $0 | $0 | $0 | $4,581,407 |
| **3 Final Design** 06/13/17 - 09/28/21 | $18,256,827 | $2,200,453 | $0 | $0 | $20,457,280 |
| **4 Implementation** 02/01/21 - 07/10/25 | $120,759,087 | $2,953,327 | $0 | $0 | $123,712,414 |
| **5 Closeout** 06/30/25 - 06/10/26 | $42,307 | $1,067 | $0 | $0 | $43,374 |
| **6 Acquisition** 04/25/16 - 06/29/20 | $1,754,506 | $21,017 | $0 | $0 | $1,775,523 |
| **Total Budget** | **$145,492,849** | **$5,175,864** | **$0** | **$0** | **$150,668,713** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $5,175,864 | $0 | $0 | $5,175,864 |
| **Total Revenue** | **$5,175,864** | **$0** | **$0** | **$5,175,864** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC N MERCER ENATAI INT PAR 1116800

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $297,732 | $0 | $0 | $0 | $0 | $297,732 |
| 2 Prelim Design | $9,559,223 | $0 | $0 | $0 | $0 | $9,559,223 |
| 3 Final Design | $14,409,931 | $6,019,874 | $2,421,128 | $0 | $0 | $22,850,933 |
| 4 Implementation | $76,632 | $612,247 | $37,263,441 | $65,919,656 | $11,761,566 | $115,633,542 |
| 5 Closeout | $0 | $25,000 | $50,068 | $177,878 | $80,144 | $333,090 |
| 6 Acquisition | $1,049,334 | $924,000 | $20,858 | $0 | $0 | $1,994,192 |
| **Total Expense** | **$25,392,853** | **$7,581,121** | **$39,755,495** | **$66,097,534** | **$11,841,710** | **$150,668,713** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $297,732 | $297,732 | $297,732 | $98,715 | $297,732 |
| 2 Preliminary Design | $6,088,417 | $9,559,223 | $9,568,236 | $4,581,407 | $9,559,223 |
| 3 Final Design | $12,146,314 | $22,850,934 | $16,264,910 | $18,256,827 | $20,429,805 |
| 4 Implementation | $95,774,630 | $115,633,542 | $119,131 | $120,759,087 | $688,879 |
| 5 Closeout | $502,119 | $333,089 | $0 | $42,307 | $25,000 |
| 6 Acquisition | $1,226,412 | $1,994,192 | $1,156,827 | $1,754,506 | $1,973,334 |
| **Total** | **$116,035,624** | **$150,668,712** | **$27,406,836** | **$145,492,849** | **$32,973,973** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($199,017) | $0 | $0 | ($199,017) |
| 2 Preliminary Design | ($4,977,816) | $0 | $0 | ($4,977,816) |
| 3 Final Design | ($2,172,978) | $2,200,453 | $2,421,128 | ($2,393,653) |
| 4 Implementation | $120,070,208 | $2,953,327 | $37,263,441 | $85,760,094 |
| 5 Closeout | $17,307 | $1,067 | $50,068 | ($31,694) |
| 6 Acquisition | ($218,828) | $21,017 | $20,858 | ($218,669) |
| **Total** | **$112,518,876** | **$5,175,864** | **$39,755,495** | **$77,939,245** |

**NARRATIVES** WTC N MERCER ENATAI INT PAR 1116800

## Current Scope

North Mercer Island & Enatai Interceptors Upgrade - This project will increase the reliability and capacity of the existing North Mercer Island Interceptor and Enatai Interceptor components of the regional wastewater system in order to convey the 20-year peak wastewater flows projected through the year 2060 from service areas in North Mercer Island, the southwest portion of Bellevue, and the Town of Beaux Arts Village. Project construction will include approximately 17,210 linear feet of new sewer pipeline and related features starting at King County's North Mercer Pump Station in Mercer Island and proceeding through an upland alignment on a portion of Mercer Island mostly following the I-90 greenway trail/park. The pipeline will then enter Lake Washington and run approximately 1,400 linear feet under the lakebed from north Mercer Island, across the East Channel of Lake Washington, to Enatai Beach Park in Bellevue. From Enatai Beach Park, a new sewer pipeline will be installed using horizontal directional drilling technology under the Enatai hillside to King County's Sweyolocken Pump Station adjacent to Mercer Slough. The Project will also rehabilitate the existing Enatai Interceptor pipeline that is located in Lake Washington, from Enatai Beach Park, through Mercer Slough, to the Sweyolocken Pump Station. The North Mercer Pump Station will be upgraded in order to support the new pipeline, and the City of Mercer Island's Lift Station 11 and some Mercer Island-owned local sewer lines will be modified in order to continue to convey flows from Mercer Island's sewer system.

# Capital Appropriation Proposal



**NARRATIVES** WTC N MERCER ENATAI INT PAR 1116800

## 1. PROJECT SCOPE

North Mercer Island & Enatai Interceptors Upgrade - This project will increase the reliability and capacity of the existing North Mercer Island Interceptor and Enatai Interceptor components of the regional wastewater system in order to convey the 20-year peak wastewater flows projected through the year 2060 from service areas in North Mercer Island, the southwest portion of Bellevue, and the Town of Beaux Arts Village. Project construction will include approximately 17,210 linear feet of new sewer pipeline and related features starting at King County's North Mercer Pump Station in Mercer Island and proceeding through an upland alignment on a portion of Mercer Island mostly following the I-90 greenway trail/park. The pipeline will then enter Lake Washington and run approximately 1,400 linear feet under the lakebed from north Mercer Island, across the East Channel of Lake Washington, to Enatai Beach Park in Bellevue. From Enatai Beach Park, a new sewer pipeline will be installed using horizontal directional drilling technology under the Enatai hillside to King County's Sweyolocken Pump Station adjacent to Mercer Slough. The Project will also rehabilitate the existing Enatai Interceptor pipeline that is located in Lake Washington, from Enatai Beach Park, through Mercer Slough, to the Sweyolocken Pump Station. The North Mercer Pump Station will be upgraded in order to support the new pipeline, and the City of Mercer Island's Lift Station 11 and some Mercer Island-owned local sewer lines will be modified in order to continue to convey flows from Mercer Island's sewer system.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The King County Wastewater Treatment Division's Conveyance System Improvements Program identified a need for capacity upgrades for the North Mercer Island and Enatai interceptors to meet King County standards. King County Conveyance System Policy CP-1 (KCC 28.86.060) directs the County to design and construct wastewater conveyance facilities to meet the 20-year peak flow standard to avoid sanitary sewer overflows. In addition, the existing system was installed in the 1970s and therefore warrants replacement based on age and condition.

## 4. PROJECT BENEFITS/OUTCOMES

The Project will improve reliability, performance, and efficiency of the existing components of the regional wastewater system to convey the 20-year peak wastewater flows projected through the year 2060 from sewer basins in North Mercer Island, the southwest portion of the City of Bellevue, and the Town of Beaux Arts Village. Timely replacement of the existing pipeline will prevent sewer breaks in a densely populated area, and increase the conveyance line to accommodate future flows will avoid overflows and support future growth.

## 5. BUDGET REQUEST BASIS

The requested appropriation will be used to fund project construction, which is anticipated to start in 2021. The Estimate at Completion has increased since the last budget request during the 2019 2nd Omnibus budget. The additional requested budget is driven by a design change to address pump reliability issues, which has resulted in a slight increase to the construction estimate and additional staff labor and consultant costs.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

The design team is working towards 100% design for the Conveyance construction bid package. The permanent pumps at the North Mercer Pump Station were re-evaluated and the design team is working towards 90% design for the pump station. Permitting application packages are being submitted and reviewed by various agencies. Condemnation package was sent to the King County Council at the end of March, and it was approved in the Full County Council virtual meeting in May 12th, 2020.

**NARRATIVES** WTC N MERCER ENATAI INT PAR 1116800

## 9. ALTERNATIVES ANALYSIS

The project team analyzed project alternatives in a multi-stage process to identify a limited number of best apparent alternatives. In Stage 1 of the alternatives analysis, sets of segment options were developed for each of three geographic portions of the project: Mercer Island, the East Channel, and the Enatai neighborhood of Bellevue. The general characteristics of the alternatives are listed below by the location: 1. Mercer island: a) In water route, following the existing pipeline, b) Upland route including the I-90 Trail and North Mercer Way, 2. East Channel Crossing: a) In water trenchless construction, b) In water open cut construction, 3. Bellevue section: a) In water construction following the existing pipeline, b) Trenchless construction from Enatai Beach park to Sweyolocken pump station. The categories of evaluation criteria used to screen the alternatives included impacts related to; North Mercer Pump Station capacity and total dynamic head, technical considerations, constructability, operation and maintenance, permitting, rights of way, easements and rights of entry, environment community, and cost. After extensive criteria -based evaluation performed in multiple stages the Wastewater Treatment Division's Capital Systems Team selected the alternative that includes an upland route in Mercer Island, open cut East channel crossing and trenchless construction in Bellevue.

## 10. OTHER AGENCY INVOLVEMENT

City of Mercer Island, City of Bellevue, Washington State Department of Ecology, Washington State Department of Natural Resources, Washington State Department of Fish & Wildlife, Washington State Recreation and Conservation Office, Washington State Department of Transportation, National Marine Fisheries Service, United States Army Corps of Engineers, United States Coast Guard, Tribes, Individual property owners & various interest groups, Sound Transit and other public utilities.

## 11. ART ELIGIBILITY

A new above ground generator building will be added at the North Mercer pump Station site. This was included in the 1% Art eligibility calculations. 1% Art fund was transferred to WTD Art budget.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan was developed to assess and assist in addressing any ESJ impacts related to this project. The project area’s demographics and access to equity determinants were assessed prior to alternative selection. The project area is generally considered to be well-resourced with high levels of access to the County's equity determinants. The project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information sharing as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. Given the well-resourced nature of the project area, the project team will implement two ESJ-related actions. Public information materials, including but not limited to online open houses and newsletters, will be translated into Spanish, Simplified Chinese and Traditional Chinese to meet the needs of the diverse population. A Community Workforce Agreement will be included in the Division 0 specifications for the construction contract.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard. This will further the Strategic Climate Action Plan (SCAP) Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Current certification projection is Platinum. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion. Current C&D diversion rate projection is 85%.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** WTC N MERCER ENATAI INT PAR 1116800

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

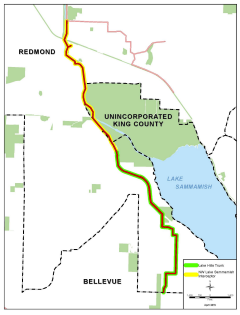
# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC LK HILLS&NW LK SAM INTCPT 1116801

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3, 6 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 07/30/2024 |
| **Location** | City of Redmond and unincorporated King County |
| **Cap Status** | Approved |




### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 11/02/12 - 12/08/15 | $167,525 | $0 | $0 | $0 | $167,525 |
| **2 Preliminary Design** 12/08/15 - 09/12/17 | $3,600,674 | $0 | $0 | $0 | $3,600,674 |
| **3 Final Design** 09/12/17 - 05/11/21 | $16,686,885 | $0 | $0 | $0 | $16,686,885 |
| **4 Implementation** 05/11/21 - 10/28/24 | $93,991,952 | $2,314,595 | $0 | $0 | $96,306,547 |
| **5 Closeout** 10/28/24 - 12/26/25 | $83,068 | $0 | $0 | $0 | $83,068 |
| **6 Acquisition** 03/30/17 - 02/01/21 | $2,497,733 | $0 | $0 | $0 | $2,497,733 |
| **Total Budget** | **$117,027,837** | **$2,314,595** | **$0** | **$0** | **$119,342,432** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $2,314,595 | $0 | $0 | $2,314,595 |
| **Total Revenue** | **$2,314,595** | **$0** | **$0** | **$2,314,595** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC LK HILLS&NW LK SAM INTCPT 1116801

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $202,257 | $0 | $0 | $0 | $0 | $202,257 |
| 2 Prelim Design | $4,801,561 | $0 | $0 | $0 | $0 | $4,801,561 |
| 3 Final Design | $9,240,741 | $2,902,077 | $2,744,890 | $247,694 | $0 | $15,135,402 |
| 4 Implementation | $5,088 | $77,274 | $38,093,353 | $59,052,085 | $195,797 | $97,423,597 |
| 5 Closeout | $0 | $1,391 | $0 | $175,561 | $148,926 | $325,878 |
| 6 Acquisition | $740,756 | $712,981 | $0 | $0 | $0 | $1,453,737 |
| **Total Expense** | **$14,990,403** | **$3,693,723** | **$40,838,243** | **$59,475,340** | **$344,723** | **$119,342,432** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $202,257 | $202,257 | $202,257 | $167,525 | $202,257 |
| 2 Preliminary Design | $4,034,633 | $4,801,562 | $4,618,770 | $3,600,674 | $4,801,561 |
| 3 Final Design | $11,401,616 | $15,135,403 | $10,089,408 | $16,686,885 | $12,142,818 |
| 4 Implementation | $102,038,660 | $97,423,598 | $9,317 | $93,991,952 | $82,362 |
| 5 Closeout | $274,107 | $325,874 | $0 | $83,068 | $1,391 |
| 6 Acquisition | $1,391,159 | $1,453,738 | $1,191,039 | $2,497,733 | $1,453,737 |
| **Total** | **$119,342,432** | **$119,342,432** | **$16,110,791** | **$117,027,837** | **$18,684,126** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($34,732) | $0 | $0 | ($34,732) |
| 2 Preliminary Design | ($1,200,887) | $0 | $0 | ($1,200,887) |
| 3 Final Design | $4,544,067 | $0 | $2,744,890 | $1,799,177 |
| 4 Implementation | $93,909,590 | $2,314,595 | $38,093,353 | $58,130,832 |
| 5 Closeout | $81,677 | $0 | $0 | $81,677 |
| 6 Acquisition | $1,043,996 | $0 | $0 | $1,043,996 |
| **Total** | **$98,343,711** | **$2,314,595** | **$40,838,243** | **$59,820,063** |

**NARRATIVES** WTC LK HILLS&NW LK SAM INTCPT 1116801

## Current Scope

Lake Hills and NW Lake Sammamish Interceptor Upgrade - This project will increase the capacity of the Lake Hills Trunk and NW Lake Sammamish Interceptor sewers to convey 20-year storm peak flow capacity through 2060. The condition of the existing pipe will determine which portions are replaced, refurbished, or paralleled. The project is located in the City of Redmond and unincorporated King County. The sewer includes 4.5 miles of gravity pipe and two siphon sections. Per Wastewater Treatment Division (WTD) management direction, as a Washington State Department Fish and Wildlife (WDFW) permit requirement, a fish-passable culvert will be designed and constructed at Country Creek in Redmond.

# Capital Appropriation Proposal



**NARRATIVES** WTC LK HILLS&NW LK SAM INTCPT 1116801

## 1. PROJECT SCOPE

Lake Hills and NW Lake Sammamish Interceptor Upgrade - This project will increase the capacity of the Lake Hills Trunk and NW Lake Sammamish Interceptor sewers to convey 20-year storm peak flow capacity through 2060. The condition of the existing pipe will determine which portions are replaced, refurbished, or paralleled. The project is located in the City of Redmond and unincorporated King County. The sewer includes 4.5 miles of gravity pipe and two siphon sections. Per Wastewater Treatment Division (WTD) management direction, as a Washington State Department Fish and Wildlife (WDFW) permit requirement, a fish-passable culvert will be designed and constructed at Country Creek in Redmond.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County Conveyance System Policy CP-1 (KCC 28.86.060) directs the County to design and construct wastewater conveyance facilities to meet the 20-year storm peak flow standard to avoid sanitary sewer overflows. The current capacity of the two pipelines is estimated to accommodate only a 5 to 10 year storm. At the time of the 2007 Conveyance System Improvements Plan update, facility inspections indicated that existing Lake Hills Trunk likely warranted replacement based on age and condition as well.

## 4. PROJECT BENEFITS/OUTCOMES

Timely replacement of the existing pipeline will prevent sewer breaks in a densely populated area. Increasing the conveyance line to accommodate future flows will avoid sanitary sewer overflows and support future growth.

## 5. BUDGET REQUEST BASIS

This project will be finishing Final Design and beginning construction during the upcoming biennium, and the appropriation is necessary to award a construction contract.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

None.

## 8. PROJECT STATUS

The project is currently going through round 1 of the permitting process with the City of Redmond including Special Use, Conditional Use, Street Use and Right of Way, Clearing and Grading and Shoreline Exemption. The project is on schedule for the 2021 construction season.

## 9. ALTERNATIVES ANALYSIS

WTD Capital Systems Team approved the recommended alternative in December 2015. As part of the alternatives analysis, the project team conducted an in-depth risk assessment workshop and evaluated alternatives with regulatory and community stakeholders. The existing line was broken into five segments and multiple alignments were considered for each. Additionally, the project team evaluated whether the existing line could be relined or if a complete replacement was required. Tunneling techniques (trenchless vs open cut) were also evaluated. Evaluation criteria included the following considerations: Community, Environmental and Cultural Resources, Permitting and Land Use, Property, Technical Considerations, and Operations and Maintenance. The recommended alternative was selected using a Triple Bottom Line Analysis that considered social, environmental, and financial impacts.

## 10. OTHER AGENCY INVOLVEMENT

The project is located in the City of Redmond and unincorporated King County (near Marymoor Park). The project team has briefed City staff from various departments, including public works, parks, transportation and permitting. The project manager briefed City Council in January 2016. Coordination is ongoing. The project team has held several meetings with King County DNRP Parks, due to proximity of the project to Marymoor Park and the location of the existing pipe in the Sammamish River Trail. The project team will need to obtain an access agreement from King County Parks. One maintenance hole is located in the City of Bellevue, and coordination with them is also required. Permits and access agreements will also be acquired from King County Dept. of Permits and Environmental Review, Washington State Department of Transportation (to cross under SR 520), and WDNR (to cross under the Sammamish River).

**NARRATIVES** WTC LK HILLS&NW LK SAM INTCPT 1116801

## 11. ART ELIGIBILITY

The project upgrades an underground sewer pipeline.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity Determinants Assessment has been completed, and no racial and/or social economic disparity issues were identified. The project team will update and evaluate issues as the project is developed. Project area's demographics and access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort incorporated into County decision-making. We are implementing an ESJ Assessment protocol for all projects and developed an associated assessment table and survey that fully implements ESJ practices into capital projects.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Current certification projection is Platinum. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion. Current C&D diversion rate projection is 85%.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC E FLEET MAINT FAC REPLCMNT 1123517

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 11/24/2021 |
| **Location** | 46900 SE 146th, North Bend, WA 98045 Parcels 226750-0030 and 226750-0040 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 09/01/14 - 03/09/15 | $25,000 | $0 | $0 | $0 | $25,000 |
| **2 Preliminary Design** 12/22/15 - 10/11/16 | $359,763 | $0 | $0 | $0 | $359,763 |
| **3 Final Design** 10/11/16 - 01/06/21 | $2,335,866 | $74,326 | $0 | $0 | $2,410,192 |
| **4 Implementation** 09/17/20 - 12/22/21 | $7,057,580 | $9,714,696 | $0 | $0 | $16,772,276 |
| **5 Closeout** 03/25/21 - 08/16/22 | $27,082 | $56,520 | $0 | $0 | $83,602 |
| **6 Acquisition** | $2,610,000 | $0 | $0 | $0 | $2,610,000 |
| **Total Budget** | **$12,415,291** | **$9,845,542** | **$0** | **$0** | **$22,260,833** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $9,845,542 | $0 | $0 | $9,845,542 |
| **Total Revenue** | **$9,845,542** | **$0** | **$0** | **$9,845,542** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC E FLEET MAINT FAC REPLCMNT 1123517

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $211,390 | $0 | $0 | $0 | $0 | $211,390 |
| 2 Prelim Design | $336,710 | $0 | $0 | $0 | $0 | $336,710 |
| 3 Final Design | $1,428,497 | $1,042,761 | $74,326 | $0 | $0 | $2,545,584 |
| 4 Implementation | $65,083 | $1,878,975 | $14,758,243 | $0 | $0 | $16,702,301 |
| 5 Closeout | $0 | $4,241 | $116,578 | $0 | $0 | $120,819 |
| 6 Acquisition | $2,344,029 | $0 | $0 | $0 | $0 | $2,344,029 |
| **Total Expense** | **$4,385,709** | **$2,925,977** | **$14,949,147** | **$0** | **$0** | **$22,260,833** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $210,553 | $211,390 | $211,390 | $25,000 | $211,390 |
| 2 Preliminary Design | $144,367 | $336,710 | $335,886 | $359,763 | $336,710 |
| 3 Final Design | $1,007,832 | $2,545,584 | $1,794,137 | $2,335,866 | $2,471,258 |
| 4 Implementation | $6,198,595 | $16,702,300 | $68,354 | $7,057,580 | $1,944,058 |
| 5 Closeout | $94,209 | $120,820 | $0 | $27,082 | $4,241 |
| 6 Acquisition | $2,344,027 | $2,344,029 | $2,344,029 | $2,610,000 | $2,344,029 |
| **Total** | **$9,999,584** | **$22,260,833** | **$4,753,796** | **$12,415,291** | **$7,311,686** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($186,390) | $0 | $0 | ($186,390) |
| 2 Preliminary Design | $23,053 | $0 | $0 | $23,053 |
| 3 Final Design | ($135,392) | $74,326 | $74,326 | ($135,392) |
| 4 Implementation | $5,113,522 | $9,714,696 | $14,758,243 | $69,975 |
| 5 Closeout | $22,841 | $56,520 | $116,578 | ($37,217) |
| 6 Acquisition | $265,971 | $0 | $0 | $265,971 |
| **Total** | **$5,103,605** | **$9,845,542** | **$14,949,147** | **$0** |

**NARRATIVES** WTC E FLEET MAINT FAC REPLCMNT 1123517

## Current Scope

East County WTD Fleet Repair & Maintenance Facility Replacement - This project entails acquiring property, obtaining permits, and constructing a new biosolids truck parking, maintenance, and repair facility. The site will accommodate a vehicle maintenance building, vehicle parking, vehicle electrification, materials storage, and landscaping.

## 1. PROJECT SCOPE

East County WTD Fleet Repair & Maintenance Facility Replacement - This project entails acquiring property, obtaining permits, and constructing a new biosolids truck parking, maintenance, and repair facility. The site will accommodate a vehicle maintenance building, vehicle parking, vehicle electrification, materials storage, and landscaping.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC E FLEET MAINT FAC REPLCMNT 1123517

## 3. PROJECT JUSTIFICATION

The Wastewater Treatment Division (WTD) currently leases the existing biosolids truck maintenance facility in Georgetown from the King County Airport. The King County Airport is currently making modifications to their property for other uses and is requiring WTD to relocate its biosolids truck maintenance operations to another location/facility.

## 4. PROJECT BENEFITS/OUTCOMES

Project benefits will be: - Will provide a new maintenance facility on WTD owned property. - Replace an aging facility. - Provide a more accessible facility along the commonly used traffic path. - Will assist in meeting Federal requirements for maximum drive times of truck drivers.

## 5. BUDGET REQUEST BASIS

This project will be in construction during the upcoming biennium. The Estimate at Completion has increased since the last budget request. The major drivers of the increase include an increase in the construction estimate based on market conditions, and increases in staff labor and consultant design costs to address permit-driven design changes.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

No impacts are expected as the existing facility management contract will be transferred to the new building.

## 8. PROJECT STATUS

The project went out to bid in spring 2020 and one responsive bid was received. The bid was 107% over the project's construction cost estimate and the contract could not be awarded to the bidder. The project will be rebid as two separate contracts one for the site work and one for the prefabricated metal building in the summer and fall of 2020. The City of North Bend has been notified of the change in bidding strategy and schedule. The project’s permits will not expire or need to be modified as a result of these changes.

## 9. ALTERNATIVES ANALYSIS

The Right-of-Way (ROW) group evaluated different properties in determining the final site location. In addition, the project team evaluated the current alternative against the "do nothing" alternative.

## 10. OTHER AGENCY INVOLVEMENT

City of North Bend is the permitting agency on this project.

## 11. ART ELIGIBILITY

Project is a new construction of a fleet repair and maintenance facility.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Project location demographics indicate limited opportunity to increase access to equity determinants. The project’s best opportunities to advance equity will reside in its procurement and sourcing processes.

**NARRATIVES** WTC E FLEET MAINT FAC REPLCMNT 1123517

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will reduce fuel consumption in Loop trucks by reducing the total travel mileage of the trucks. This will further the SCAP Transportation and Land Use Goal Area target of the County reducing normalized energy use in its vehicle operations (excluding Metro Transit fleet vehicles) by at least 10% by 2020, compared to a 2014 baseline. Progress towards the target will be measured by tracking Loop truck fuel use and mileage. The building constructed as part of this project will be LEED Platinum certified. This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by the receipt of LEED certification. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC COAL CRK SIPHON TRUNK PARA 1123624

MPA Reporting, Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 08/07/2026 |
| **Location** | Bellevue, Coal Creek Trunk |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/15 - 08/09/16 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 11/13/17 - 10/01/19 | $9,425,197 | $0 | $0 | $0 | $9,425,197 |
| **3 Final Design** 10/01/19 - 08/29/22 | $7,202,671 | $5,709,389 | $0 | $0 | $12,912,060 |
| **4 Implementation** 08/29/22 - 12/24/26 | $45,117,239 | $59,755,561 | $0 | $0 | $104,872,800 |
| **5 Closeout** 12/24/26 - 11/30/27 | $1,485 | $2,259,674 | $0 | $0 | $2,261,159 |
| **6 Acquisition** | $0 | $782,944 | $0 | $0 | $782,944 |
| **Total Budget** | **$61,746,592** | **$68,507,568** | **$0** | **$0** | **$130,254,160** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $68,507,568 | $0 | $0 | $68,507,568 |
| **Total Revenue** | **$68,507,568** | **$0** | **$0** | **$68,507,568** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC COAL CRK SIPHON TRUNK PARA 1123624

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $180,755 | $0 | $0 | $0 | $0 | $180,755 |
| 2 Prelim Design | $5,271,217 | $0 | $0 | $0 | $0 | $5,271,217 |
| 3 Final Design | $178,787 | $3,102,178 | $5,709,389 | $521,733 | $0 | $9,512,087 |
| 4 Implementation | $22,257 | $155,874 | $7,991,821 | $40,958,919 | $61,918,612 | $111,047,483 |
| 5 Closeout | $0 | $0 | $8,184 | $7,729 | $204,141 | $220,054 |
| 6 Acquisition | $43,662 | $1,473,930 | $782,944 | $1,722,028 | $0 | $4,022,564 |
| **Total Expense** | **$5,696,678** | **$4,731,982** | **$14,492,338** | **$43,210,409** | **$62,122,753** | **$130,254,160** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $180,759 | $180,755 | $183,662 | $0 | $180,755 |
| 2 Preliminary Design | $4,006,653 | $5,271,217 | $5,440,713 | $9,425,197 | $5,271,217 |
| 3 Final Design | $9,842,908 | $9,512,088 | $1,331,533 | $7,202,671 | $3,280,965 |
| 4 Implementation | $114,024,195 | $110,973,523 | $22,936 | $45,117,239 | $178,131 |
| 5 Closeout | $195,019 | $294,013 | $0 | $1,485 | $0 |
| 6 Acquisition | $4,061,035 | $4,022,564 | $243,147 | $0 | $1,517,592 |
| **Total** | **$132,310,569** | **$130,254,160** | **$7,221,991** | **$61,746,592** | **$10,428,660** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($180,755) | $0 | $0 | ($180,755) |
| 2 Preliminary Design | $4,153,980 | $0 | $0 | $4,153,980 |
| 3 Final Design | $3,921,706 | $5,709,389 | $5,709,389 | $3,921,706 |
| 4 Implementation | $44,939,108 | $59,755,561 | $7,991,821 | $96,702,848 |
| 5 Closeout | $1,485 | $2,259,674 | $8,184 | $2,252,975 |
| 6 Acquisition | ($1,517,592) | $782,944 | $782,944 | ($1,517,592) |
| **Total** | **$51,317,932** | **$68,507,568** | **$14,492,338** | **$105,333,162** |

**NARRATIVES** WTC COAL CRK SIPHON TRUNK PARA 1123624

## Current Scope

Coal Creek Siphon & Trunk Parallel - This project will increase the capacity of the downstream half of the Coal Creek Trunk. The trunk to be upgraded is 7,100 lineal feet, ranging in diameter from 15 to 21 inches, and ranges in flow from 7 to 10 million gallons per day (MGD). The upgraded sewer will convey between 11 and 19 MGD to meet the year 2060, 20-year peak flow criteria.

## 1. PROJECT SCOPE

Coal Creek Siphon & Trunk Parallel - This project will increase the capacity of the downstream half of the Coal Creek Trunk. The trunk to be upgraded is 7,100 lineal feet, ranging in diameter from 15 to 21 inches, and ranges in flow from 7 to 10 million gallons per day (MGD). The upgraded sewer will convey between 11 and 19 MGD to meet the year 2060, 20-year peak flow criteria.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC COAL CRK SIPHON TRUNK PARA 1123624

## 3. PROJECT JUSTIFICATION

King County Conveyance System Policy CP-1 (KCC 28.86.060) directs the County to design and construct wastewater facilities to the 20-year peak flow standard to avoid sanitary sewer overflows. The County adopted Policy CP-1 as the measure for designing and building conveyance facilities intended to meet the National Pollutant Discharge Elimination System (NPDES) permit requirement that prohibits overflow of untreated wastewater from the separated portion of the County's regional conveyance system. Currently, the Coal Creek Trunk is under capacity with respect to the Conveyance System Policy CP-1. The typical level of service in year 2000 was considered to be at the two- to five-year peak flow indicating there is a 20 to 50 percent chance of overflowing each year because of insufficient capacity. The limitec capacity of the Coal Creek Trunk creates a risk of sanitary sewer overflow and violation of the County's NPDES permit.

## 4. PROJECT BENEFITS/OUTCOMES

This project will: - Move most of the Coal Creek Trunk out of the Coal Creek flood plain preventing future impacts to critical areas. - Eliminate a persistent threat of pipeline rupture and discharge of sewage to Coal Creek resulting from scour and exposure of the pipeline along the creek bed. - Increase the capacity of the Coal Creek Trunk to meet year 2060, 20-year peak flow criteria. - Replace a 50-year old sewer with a new sewer. - Provide a more accessible sewer for routine maintenance and inspection outside of the creek flood plain.

## 5. BUDGET REQUEST BASIS

This project will be finishing final design and starting construction during the upcoming biennium, and the appropriation is necessary to award a construction contract. Since the last budget request, the project has progressed from preliminary design to final design. As the design has been refined, the cost estimate has been revised to reflect a design change in tunneling technology from horizontal directional drilling (HDD) to Direct Pipe Trenchless Technology and to include key construction components such as excavation pits, traffic control, and wetland/stream mitigation that were underestimated in previous construction estimates. Staff labor, consultant design costs, and project contingency were all increased relative to the revised construction estimate.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

None expected

## 8. PROJECT STATUS

Project is completing the 60% design in June 2020.

## 9. ALTERNATIVES ANALYSIS

Alternative analysis was completed in September 2017 and evaluated various alignments and options.

## 10. OTHER AGENCY INVOLVEMENT

Washington State Department of Ecology will be involved when pursuing a State Revolving Fund loan applicable to the construction phase. City of Bellevue is involved for permitting of the project and easements in the Coal Creek recreational area. A pre-application meeting has occurred with the U.S. Army Corps of Engineers for permits for work near the creek and wetlands. The project team has coordinated with other Agencies and Utilities such as: - BP Olympic Pipeline due to a gas line that runs parallel to our current pipe - Century Link and Verizon to discuss and coordinate efforts for locating fiber optics that might interfere with the alignment - Washington State Department of Transportation (WSDOT) has a major I-405 ramp reconstruction project scheduled to begin in 2022 and be completed by end of 2023. The project team has had coordination meetings with WSDOT to discuss traffic implications of both projects being done in the Coal Creek area. Hopefully WSDOT is able to keep their current schedule to avoid conflicts with our construction. The project team plans to have another coordination meeting in January 2021 to discuss any changes of project status.

## 11. ART ELIGIBILITY

Project is a sanitary sewer project, entirely underground with no above-ground facilities.

**NARRATIVES** WTC COAL CRK SIPHON TRUNK PARA 1123624

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Project area's demographics and access to equity determinants assessed for use in alternative analysis. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). County decisions will be informed by information gathered during public involvement effort. We are implementing an ESJ Assessment protocol for all projects and developed an associated table and survey that fully implements ESJ practices into capital projects. While the demographic assessment was conducted, it did not identify opportunities and needs, possibly because the area has experienced dramatic growth in recent years. The Community Services team worked with Bellevue to identify multiple opportunities for equitable outreach: * Translation of materials and content into 6 languages * Increased accessibility of meetings; in 2019, a design-phase public meeting was held. * Restoration of the Upper West Trailhead with increased accessibility for people who speak English as a second language and those with disabilities. * Diversity in the Community Services team. Two groups were brought on for final design, greatly increasing group diversity and improving economic justice. * As WTD transitions to remote outreach in the coming months, planning is underway to ensure we are meeting the intent of the ESJ Plan

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the Strategic Climate Action Plan (SCAP) Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate prepared at 30% design and the identification of an actual C&D diversion rate prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WP 2ND MIX LIQ BLOWER REPL 1123627

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 02/05/2021 |
| **Location** | West Point Treatment Plant, Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 06/09/14 - 11/10/15 | $15,234 | $0 | $0 | $0 | $15,234 |
| **2 Preliminary Design** 08/31/18 - 05/07/19 | $145,699 | $0 | $0 | $0 | $145,699 |
| **3 Final Design** 05/07/19 - 07/06/20 | $721,567 | $0 | $0 | $0 | $721,567 |
| **4 Implementation** 07/06/20 - 05/02/21 | $2,943,261 | $79,503 | $0 | $0 | $3,022,764 |
| **5 Closeout** 05/02/21 - 11/01/21 | $79,456 | $9,656 | $0 | $0 | $89,112 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$3,905,218** | **$89,159** | **$0** | **$0** | **$3,994,377** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $89,159 | $0 | $0 | $89,159 |
| **Total Revenue** | **$89,159** | **$0** | **$0** | **$89,159** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC WP 2ND MIX LIQ BLOWER REPL 1123627

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $139,945 | $0 | $0 | $0 | $0 | $139,945 |
| 2 Prelim Design | $413,181 | $0 | $0 | $0 | $0 | $413,181 |
| 3 Final Design | $420,704 | $895,349 | $40,000 | $0 | $0 | $1,356,053 |
| 4 Implementation | $15,237 | $1,396,151 | $623,597 | $0 | $0 | $2,034,985 |
| 5 Closeout | $0 | $3,404 | $46,808 | $0 | $0 | $50,212 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$989,066** | **$2,294,904** | **$710,405** | **$0** | **$0** | **$3,994,375** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $139,206 | $139,945 | $139,945 | $15,234 | $139,945 |
| 2 Preliminary Design | $342,814 | $413,181 | $415,895 | $145,699 | $413,181 |
| 3 Final Design | $962,234 | $1,356,053 | $546,724 | $721,567 | $1,316,053 |
| 4 Implementation | $2,490,172 | $2,034,985 | $19,029 | $2,943,261 | $1,411,388 |
| 5 Closeout | $60,020 | $50,212 | $0 | $79,456 | $3,404 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$3,994,447** | **$3,994,376** | **$1,121,593** | **$3,905,218** | **$3,283,971** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($124,711) | $0 | $0 | ($124,711) |
| 2 Preliminary Design | ($267,482) | $0 | $0 | ($267,482) |
| 3 Final Design | ($594,486) | $0 | $40,000 | ($634,486) |
| 4 Implementation | $1,531,874 | $79,503 | $623,597 | $987,780 |
| 5 Closeout | $76,052 | $9,656 | $46,808 | $38,900 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$621,248** | **$89,159** | **$710,405** | **$2** |

**NARRATIVES** WTC WP 2ND MIX LIQ BLOWER REPL 1123627

## Current Scope

West Point Secondary Mixed Liquor Channel Air Blower Replacement - This project will evaluate the replacement of the existing centrifugal mixed liquor channel air blowers with alternative technology such as high-speed turbo blowers. The Variable Frequency Drive (VFD) equipped turbo blowers are a newer and more energy efficient technology, and can generate more cubic feet per minute (CFM) of air per kilowatt (kW) than the existing centrifugal blowers. This project will evaluate: the air requirements for the secondary mixed liquor channel physical/biological processes; and alternative air delivery system efficiencies and cost data. Based on those findings, the project will determine what equipment (blowers, piping, valves, etc.) requires replacement.

# Capital Appropriation Proposal



**NARRATIVES** WTC WP 2ND MIX LIQ BLOWER REPL 1123627

## 1. PROJECT SCOPE

West Point Secondary Mixed Liquor Channel Air Blower Replacement - This project will evaluate the replacement of the existing centrifugal mixed liquor channel air blowers with alternative technology such as high-speed turbo blowers. The Variable Frequency Drive (VFD) equipped turbo blowers are a newer and more energy efficient technology, and can generate more cubic feet per minute (CFM) of air per kilowatt (kW) than the existing centrifugal blowers. This project will evaluate: the air requirements for the secondary mixed liquor channel physical/biological processes; and alternative air delivery system efficiencies and cost data. Based on those findings, the project will determine what equipment (blowers, piping, valves, etc.) requires replacement.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Mixed liquor channel aeration at West Point is required to keep solids in suspension prior to flow entering the secondary clarifiers. Currently, the secondary agitation air blower system at West Point uses an estimated 2.6 million Kilowatt-hours (kWh) annually with two 200 Horse Power (HP) centrifugal blowers operating 24/7. Replacing the blowers with new high speed turbo blowers could save 800,000-1,000,000 kWh annually, saving $48,000 - $60,000 in energy costs. The project would help WTD meet energy efficiency targets and be in compliance with the County's Energy Plan and Strategic Climate Action Plan.

## 4. PROJECT BENEFITS/OUTCOMES

Approved Recommended Alternative will replace current blowers with energy efficient modulated high speed turbo blowers. New equipment will save 30,650 Megawatt-hours (MWh) and approximately $2,064,000 in energy costs over the life of the equipment. This project will contribute to the King County Strategic Climate Action Plan and will help reduce energy use of 7% by 2020.

## 5. BUDGET REQUEST BASIS

This project will be finishing construction and project close out during the upcoming biennium. Since the last budget request, the project has progressed from preliminary design through final design. As the design has been refined, the cost estimate has been revised and to include additional consultant design and staff labor costs.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Project anticipates reduction in the operating cost for electricity.

## 8. PROJECT STATUS

Project has completed 100% design bid documents. Procurement is currently reviewing the contract documents. Advertisement in June 2020, construction installation to occur during wet season.

## 9. ALTERNATIVES ANALYSIS

Alternative Analysis was completed in May 8, 2018.

## 10. OTHER AGENCY INVOLVEMENT

None.

## 11. ART ELIGIBILITY

Project is for equipment replacement.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Inside of existing plant boundaries. No odor or transportation impact.

**NARRATIVES** WTC WP 2ND MIX LIQ BLOWER REPL 1123627

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is expected to result in energy savings of approximately 930,000 kWh/year. Implementation of the project will further the SCAP Buildings and Facilities Goal Area target of King County reducing normalized energy use in County owned facilities by at least 5% by 2020 and 10% by 2025, as compared to a baseline year of 2014. To measure progress towards the target, energy savings will be tracked through WTD's normalized energy use reporting after the project is completed. Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

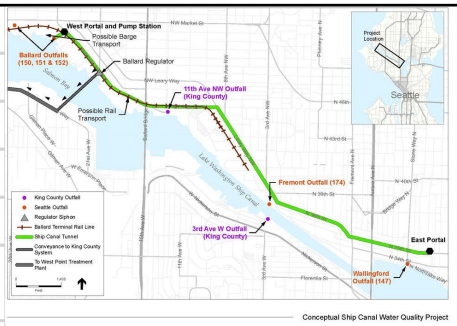
## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC JOINT SHIP CANAL CSO 1127126

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/15/2025 |
| **Location** | In Seattle, along north side of Ship Canal, roughly between Fremont and Ballard neighborhoods. |
| **Cap Status** | Approved |



Conceptual Ship Canal Water Quality Project

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 02/13/15 - 04/30/15 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 05/04/15 - 12/31/15 | $2,202,465 | $0 | $0 | $0 | $2,202,465 |
| **3 Final Design** 01/01/16 - 03/06/19 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 12/26/19 - 12/31/25 | $64,447,845 | $63,918,987 | $35,546,148 | $6,246,677 | $170,159,657 |
| **5 Closeout** 01/02/26 - 12/31/26 | $0 | $0 | $0 | $327,749 | $327,749 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$66,650,310** | **$63,918,987** | **$35,546,148** | **$6,574,426** | **$172,689,871** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $63,918,987 | $35,546,148 | $6,574,426 | $106,039,561 |
| **Total Revenue** | **$63,918,987** | **$35,546,148** | **$6,574,426** | **$106,039,561** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC JOINT SHIP CANAL CSO 1127126

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $9,901 | $0 | $0 | $0 | $0 | $9,901 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $28,298,996 | $26,165,613 | $76,094,787 | $35,546,148 | $6,246,677 | $172,352,221 |
| 5 Closeout | $0 | $0 | $0 | $0 | $327,749 | $327,749 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$28,308,897** | **$26,165,613** | **$76,094,787** | **$35,546,148** | **$6,574,426** | **$172,689,871** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $9,901 | $12,170 | $2,202,465 | $9,901 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $176,122,897 | $29,422,450 | $64,447,845 | $54,464,609 |
| 5 Closeout | $0 | $327,749 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$176,460,547** | **$29,434,620** | **$66,650,310** | **$54,474,510** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $2,192,564 | $0 | $0 | $2,192,564 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $9,983,236 | $63,918,987 | $76,094,787 | ($2,192,564) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$12,175,800** | **$63,918,987** | **$76,094,787** | **$0** |

**NARRATIVES** WTC JOINT SHIP CANAL CSO 1127126

## Current Scope

Joint Ship Canal Combined Sewer Overflow - This project funds King County's share of the capital costs for the Joint Ship Canal Water Quality Project (SCWQP), a Combined Sewer Overflow (CSO) control project with Seattle Public Utilities (SPU). SPU is the lead agency for design, construction and operation of this facility. The Ship Canal Water Quality (WQ) Project is a joint project between Seattle Public Utilities(SPU) and King County Department of Natural Resources and Parks (DNRP) that will provide offline storage with a deep storage tunnel constructed between the Ballard and Wallingford Combined Sewer Overflow (CSO) areas, on the north side of the Ship Canal. The Ship Canal WQ Project will control SPU's Ballard CSO basins (Outfalls 150,151, and 152), Fremont (Outfall 174) and Wallingford CSO basins (Outfall 147), DNRP's 3rd Avenue West Regulator (DSN008), and 11th Avenue NW Regulator (DSN004). The minimum total control volume for both SPU and DNRP CSO basins is 15.24 million gallons (MG).

# Capital Appropriation Proposal



**NARRATIVES** WTC JOINT SHIP CANAL CSO 1127126

## 1. PROJECT SCOPE

Joint Ship Canal Combined Sewer Overflow - This project funds King County's share of the capital costs for the Joint Ship Canal Water Quality Project (SCWQP), a Combined Sewer Overflow (CSO) control project with Seattle Public Utilities (SPU). SPU is the lead agency for design, construction and operation of this facility. The Ship Canal Water Quality (WQ) Project is a joint project between Seattle Public Utilities(SPU) and King County Department of Natural Resources and Parks (DNRP) that will provide offline storage with a deep storage tunnel constructed between the Ballard and Wallingford Combined Sewer Overflow (CSO) areas, on the north side of the Ship Canal. The Ship Canal WQ Project will control SPU's Ballard CSO basins (Outfalls 150,151, and 152), Fremont (Outfall 174) and Wallingford CSO basins (Outfall 147), DNRP's 3rd Avenue West Regulator (DSN008), and 11th Avenue NW Regulator (DSN004). The minimum total control volume for both SPU and DNRP CSO basins is 15.24 million gallons (MG).

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County and SPU have each entered into federal court ordered consent decrees requiring control of combined sewer overflows to the Lake Washington Ship Canal, Duwamish River and Elliott Bay. The parties have jointly identified a storage tunnel along the Ship Canal as the preferred option to meet each jurisdiction's consent decree requirements.

## 4. PROJECT BENEFITS/OUTCOMES

The storage tunnel to be constructed will control DNRP's 3rd Avenue West Regulator (DSN008), and 11th Avenue NW Regulator (DSN004) CSO basins.

## 5. BUDGET REQUEST BASIS

This project funds King County's share of the capital costs for the Joint Ship Canal Water Quality Project (SCWQP) with the City of Seattle. The requested budget will fund project construction. The budget requested is based on the County's current estimated share of the SCWQP. The County is required to pay a portion of the total project cost per the terms of the Council-approved Joint Project Agreement (JPA).

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operations will be the responsibility of SPU.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

Originally WTD's Consent Decree specified two CSO projects (3rd Ave. W. and 11th Ave. NW), though it allowed a joint project with SPU if proposed. Internal WTD analysis and County Executive decision resulted in direction to participate in this joint project, based on lower community impact than separate projects and similar costs.

## 10. OTHER AGENCY INVOLVEMENT

Seattle Public Utilities (SPU) is the lead agency for design, construction and operation of this facility.

## 11. ART ELIGIBILITY

Project is Seattle Public Utilities (SPU) owned and managed and WTD is contributing reimbursable charges only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Seattle is the lead agency for this project and has ESJ components in their project delivery.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A. City of Seattle is the lead agency.

# Capital Appropriation Proposal



**NARRATIVES** WTC JOINT SHIP CANAL CSO 1127126

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WP PRIMARY SED ROOF STRUCTURE (WTC PRIMARY SED ROOF STRUCTURE) 1127489

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/27/2022 |
| **Location** | West Point Treatment Plant |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 08/28/15 - 10/13/15 | $100,000 | $0 | $0 | $0 | $100,000 |
| **2 Preliminary Design** 03/26/18 - 01/09/19 | $1,675,616 | $0 | $0 | $0 | $1,675,616 |
| **3 Final Design** 01/09/19 - 01/21/21 | $3,693,560 | $1,695,793 | $0 | $0 | $5,389,353 |
| **4 Implementation** 01/21/21 - 06/13/23 | $10,843,361 | $25,168,620 | $0 | $0 | $36,011,981 |
| **5 Closeout** 06/13/23 - 12/29/24 | $15,677 | $69,204 | $0 | $0 | $84,881 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$16,328,214** | **$26,933,617** | **$0** | **$0** | **$43,261,831** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $26,933,617 | $0 | $0 | $26,933,617 |
| **Total Revenue** | **$26,933,617** | **$0** | **$0** | **$26,933,617** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC PRIMARY SED ROOF STRUCTURE 1127489

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $171,884 | $0 | $0 | $0 | $0 | $171,884 |
| 2 Prelim Design | $1,767,456 | $0 | $0 | $0 | $0 | $1,767,456 |
| 3 Final Design | $982,921 | $1,459,164 | $1,695,793 | $0 | $0 | $4,137,878 |
| 4 Implementation | $108,365 | $247,516 | $19,419,054 | $17,344,847 | $0 | $37,119,782 |
| 5 Closeout | $0 | $0 | $1,234 | $63,596 | $0 | $64,830 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,030,627** | **$1,706,680** | **$21,116,081** | **$17,408,443** | **$0** | **$43,261,831** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $156,515 | $171,884 | $172,959 | $100,000 | $171,884 |
| 2 Preliminary Design | $1,580,531 | $1,767,456 | $1,732,298 | $1,675,616 | $1,767,456 |
| 3 Final Design | $3,485,655 | $4,137,878 | $1,519,162 | $3,693,560 | $2,442,085 |
| 4 Implementation | $32,186,176 | $37,119,783 | $110,562 | $10,843,361 | $355,881 |
| 5 Closeout | $249,496 | $64,830 | $0 | $15,677 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$37,658,373** | **$43,261,831** | **$3,534,981** | **$16,328,214** | **$4,737,306** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($71,884) | $0 | $0 | ($71,884) |
| 2 Preliminary Design | ($91,840) | $0 | $0 | ($91,840) |
| 3 Final Design | $1,251,475 | $1,695,793 | $1,695,793 | $1,251,475 |
| 4 Implementation | $10,487,480 | $25,168,620 | $19,419,054 | $16,237,046 |
| 5 Closeout | $15,677 | $69,204 | $1,234 | $83,647 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$11,590,908** | **$26,933,617** | **$21,116,081** | **$17,408,444** |

**NARRATIVES** WTC PRIMARY SED ROOF STRUCTURE 1127489

## Current Scope

West Point Primary Sedimentation Area Roof Structure - The project will restore the Primary Sedimentation roof structure to a seismic life safety performance level. Project will remove the Z-beams, girders, columns, upgrade the tank walls and add a partial roof structure.

## 1. PROJECT SCOPE

West Point Primary Sedimentation Area Roof Structure - The project will restore the Primary Sedimentation roof structure to a seismic life safety performance level. Project will remove the Z-beams, girders, columns, upgrade the tank walls and add a partial roof structure.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC PRIMARY SED ROOF STRUCTURE 1127489

## 3. PROJECT JUSTIFICATION

The West Point Treatment Plant was constructed in the early 1960s. The primary sedimentation area roof structure had a seismic upgrade in the 1990s for the East- West oriented frames. The North- South frames were not upgraded. Analysis in 2010 showed the East- West frames meet a Life Safety performance level but the North- South frames do not; therefore, the roof structure as a whole does not meet a Life Safety performance level and is vulnerable to collapse during a major seismic event. Collapse or damage could render the primary treatment process inoperable, resulting in raw sewage discharging to Puget Sound. The project will evaluate and implement alternatives to enhance the seismic resiliency of the primary sedimentation area during a major earthquake.

## 4. PROJECT BENEFITS/OUTCOMES

Approved design will retrofit the primary sedimentation basins to meet Life Safety performance levels. Project will provide a roof canopy over the influent equipment gears and provide a fall arrest safety system for plant operations and maintenance staff. This project will improve the resiliency of the West Point Treatment Plant in the event of a major seismic event.

## 5. BUDGET REQUEST BASIS

This project will be in implementation and construction during the biennium, and the appropriation is necessary to award a construction contract. Since the last budget request, the project has progressed from preliminary design through final design. As the design has been refined, the cost estimate has been revised to include rehabilitation of areas with corrosion degradation and install coating to prevent further degradation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

Project is currently in the 90% design review stage. Project has issued notice to proceed on a Construction Management consultant and is part of the design review. City of Seattle construction permit anticipated to be issued May 2020.

## 9. ALTERNATIVES ANALYSIS

Recommended Alternative has been approved. Alternatives were evaluated including removal and reinforcement of the existing roof structure. Removal of the existing roof structure is the selected alternative.

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Though the project is within the treatment plant boundaries, ESJ practices are to be incorporated through procurement, community outreach communications and during construction implementation.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

# Capital Appropriation Proposal



**NARRATIVES** WTC PRIMARY SED ROOF STRUCTURE 1127489

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC INTERBAY FORCE MAIN & ODOR CONTROL (WTC INTERBAY FORCE MAIN & ODOR) 1128354

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/31/2024 |
| **Location** | Interbay Pump Station |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/12/17 - 05/09/17 | $100,000 | $0 | $0 | $0 | $100,000 |
| **2 Preliminary Design** 02/08/18 - 06/10/20 | $2,917,352 | $101,492 | $0 | $0 | $3,018,844 |
| **3 Final Design** 06/10/20 - 01/24/22 | $4,873,541 | $5,599,226 | $0 | $0 | $10,472,767 |
| **4 Implementation** 01/24/22 - 07/05/24 | $9,328,922 | $42,765,151 | $0 | $0 | $52,094,073 |
| **5 Closeout** 07/05/24 - 02/07/25 | $0 | $17,366 | $0 | $0 | $17,366 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$17,219,815** | **$48,483,235** | **$0** | **$0** | **$65,703,050** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $48,483,235 | $0 | $0 | $48,483,235 |
| **Total Revenue** | **$48,483,235** | **$0** | **$0** | **$48,483,235** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC INTERBAY FORCE MAIN & ODOR 1128354

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $1,496,793 | $0 | $0 | $0 | $0 | $1,496,793 |
| 2 Prelim Design | $1,335,564 | $988,649 | $101,492 | $0 | $0 | $2,425,705 |
| 3 Final Design | $21,531 | $1,288,929 | $5,599,226 | $227,582 | $0 | $7,137,268 |
| 4 Implementation | $0 | $548,368 | $12,650,140 | $41,298,453 | $219 | $54,497,180 |
| 5 Closeout | $0 | $1,430 | $17,366 | $82,152 | $43,725 | $144,673 |
| 6 Acquisition | $1,430 | $0 | $0 | $0 | $0 | $1,430 |
| **Total Expense** | **$2,855,317** | **$2,827,376** | **$18,368,224** | **$41,608,187** | **$43,944** | **$65,703,048** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,496,793 | $1,321,991 | $100,000 | $1,496,793 |
| 2 Preliminary Design | $0 | $2,425,705 | $1,738,183 | $2,917,352 | $2,324,213 |
| 3 Final Design | $0 | $7,137,268 | $220,403 | $4,873,541 | $1,310,460 |
| 4 Implementation | $0 | $54,497,181 | $18,235 | $9,328,922 | $548,368 |
| 5 Closeout | $0 | $144,674 | $0 | $0 | $1,430 |
| 6 Acquisition | $0 | $1,430 | $7,105 | $0 | $1,430 |
| **Total** | **$0** | **$65,703,051** | **$3,305,917** | **$17,219,815** | **$5,682,694** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,396,793) | $0 | $0 | ($1,396,793) |
| 2 Preliminary Design | $593,139 | $101,492 | $101,492 | $593,139 |
| 3 Final Design | $3,563,081 | $5,599,226 | $5,599,226 | $3,563,081 |
| 4 Implementation | $8,780,554 | $42,765,151 | $12,650,140 | $38,895,565 |
| 5 Closeout | ($1,430) | $17,366 | $17,366 | ($1,430) |
| 6 Acquisition | ($1,430) | $0 | $0 | ($1,430) |
| **Total** | **$11,537,121** | **$48,483,235** | **$18,368,224** | **$41,652,132** |

**NARRATIVES** WTC INTERBAY FORCE MAIN & ODOR 1128354

## Current Scope

Interbay Forcemain and Odor - Replace the Interbay Pump Station dual 36" forcemains with 42" ductile iron pipe, line the dual 48" forcemains and 96" gravity line, rehabilitate the forcemain discharge structure (FMDS) and construct an odor control facility at the FMDS. The scope was expanded to include lining of the 96-inch gravity line located north of the discharge structure.

## 1. PROJECT SCOPE

Interbay Forcemain and Odor - Replace the Interbay Pump Station dual 36" forcemains with 42" ductile iron pipe, line the dual 48" forcemains and 96" gravity line, rehabilitate the forcemain discharge structure (FMDS) and construct an odor control facility at the FMDS. The scope was expanded to include lining of the 96-inch gravity line located north of the discharge structure.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC INTERBAY FORCE MAIN & ODOR 1128354

## 3. PROJECT JUSTIFICATION

The Interbay Pump Station dual forcemains have been in service beyond their initial life expectancy and are in poor condition. To date, two leaks have developed requiring emergency repairs. This project is needed to prevent the occurrence of future leaks and assure reliable wastewater conveyance into the future. Failure of the forcemains would result in direct overflow or bypass of raw sewage to Elliott Bay.

## 4. PROJECT BENEFITS/OUTCOMES

The Interbay Pump Station and Forcemains are a critical element in the regional wastewater conveyance system that delivers sewage from Seattle's Central Waterfront and lower Duwamish to the West Point Treatment Plant for treatment. Failure of the forcemains would result in direct overflow or bypass of raw sewage to Elliott Bay.

## 5. BUDGET REQUEST BASIS

This project will be in final design and construction during the biennium, and the appropriation is necessary to award a construction contract. Since the last budget request, this project has progressed from planning through preliminary design. As the design has been refined, the cost estimate has been revised and scope has been added to the project to add the rehabilitation of the Elliott Bay Interceptor, located immediately downstream of the force main discharge structure. This change is anticipated to reduce overall costs by increasing contractor efficiency. The other cost driver was an underestimation of the force main replacement in the previous construction cost estimate. Staff labor, consultant design costs, and project contingency were all increased relative to the scope addition and revised construction estimate.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

The project team will continue to evaluate throughout the design process.

## 8. PROJECT STATUS

The scope of this project was expanded to include the lining of the 96" gravity line located north of the Interbay forcemain discharge structure. The project is currently progressing toward 60% design completion.

## 9. ALTERNATIVES ANALYSIS

The project team evaluated the below scope items and provided the associated, recommended and approved alternatives. -Rehabilitate the dual 36” forcemains: Replace with 42" ductile iron pipe. -Rehabilitate the dual 48” forcemains: Line with an epoxy resin, structurally reinforced cure in place pipe liner. -Rehabilitate the forcemain discharge structure (FMDS): Utilize various methods to reline and reinforce the existing structure. -Construct a permanent odor control facility at the FMDS: Construct a dual carbon vessel facility on the existing King County property footprint.

## 10. OTHER AGENCY INVOLVEMENT

Burlington Northern Santa Fe Railroad, The United States National Guard Armory and the City of Seattle.

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

We are implementing an ESJ assessment protocol and developed an associated assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. The project team identified moderate opportunities to increase access to equity determinants primarily due to the project’s lower socioeconomic demographics. Project team will focus on equitable treatment of homeless populations camping near or at WTD facilities affected by the project.

**NARRATIVES** WTC INTERBAY FORCE MAIN & ODOR 1128354

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of achieving an 85% percent C&D diversion rate by 2025. Progress toward the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WP LSG PIPING REPLACEMENT 1129526

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | West Point TP |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 07/12/17 - 04/25/18 | $122,766 | $0 | $0 | $0 | $122,766 |
| **2 Preliminary Design** 04/25/18 - 10/15/19 | $1,023,393 | $0 | $0 | $0 | $1,023,393 |
| **3 Final Design** 10/15/19 - 11/30/20 | $1,369,364 | $870,516 | $0 | $0 | $2,239,880 |
| **4 Implementation** 04/29/20 - 06/30/27 | $7,942,429 | $12,840,416 | $0 | $0 | $20,782,845 |
| **5 Closeout** 02/26/21 - 12/31/27 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$10,457,952** | **$13,710,932** | **$0** | **$0** | **$24,168,884** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $13,710,932 | $0 | $0 | $13,710,932 |
| **Total Revenue** | **$13,710,932** | **$0** | **$0** | **$13,710,932** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC WP LSG PIPING REPLACEMENT 1129526

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $132,106 | $0 | $0 | $0 | $0 | $132,106 |
| 2 Prelim Design | $1,136,406 | $0 | $0 | $0 | $0 | $1,136,406 |
| 3 Final Design | $307,172 | $1,328,524 | $1,054,534 | $166,592 | $0 | $2,856,822 |
| 4 Implementation | $9,615 | $1,485,587 | $3,310,428 | $5,429,973 | $9,777,082 | $20,012,685 |
| 5 Closeout | $0 | $0 | $0 | $925 | $29,942 | $30,867 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,585,298** | **$2,814,111** | **$4,364,962** | **$5,597,490** | **$9,807,024** | **$24,168,885** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $128,422 | $132,106 | $132,106 | $122,766 | $132,106 |
| 2 Preliminary Design | $938,556 | $1,136,406 | $1,143,624 | $1,023,393 | $1,136,406 |
| 3 Final Design | $3,368,107 | $2,856,822 | $950,496 | $1,369,364 | $1,635,696 |
| 4 Implementation | $20,386,829 | $20,715,378 | $186,474 | $7,942,429 | $1,495,202 |
| 5 Closeout | $98,427 | $79,629 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$24,920,340** | **$24,920,341** | **$2,412,700** | **$10,457,952** | **$4,399,410** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($9,340) | $0 | $0 | ($9,340) |
| 2 Preliminary Design | ($113,013) | $0 | $0 | ($113,013) |
| 3 Final Design | ($266,332) | $870,516 | $1,054,534 | ($450,350) |
| 4 Implementation | $6,447,227 | $12,840,416 | $3,310,428 | $15,977,215 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$6,058,542** | **$13,710,932** | **$4,364,962** | **$15,404,512** |

**NARRATIVES** WTC WP LSG PIPING REPLACEMENT 1129526

## Current Scope

West Point Treatment Plant Low Pressure Sludge Gas/Biogas Piping Replacement - This project is to replace the Low Pressure Sludge Gas/Biogas (LSG) piping system at the West Point Treatment Plant (WPTP). The project will conduct an Alternative Analysis of the existing LSG piping system, and will design and rehabilitate the piping systems into a safe and reliable system. Major Scope items include 1) Inspect, identify, and develop the inventory of corroded Low Pressure Sludge Gas (LSG)/Biogas piping system; 2) Conduct an Alternatives Analysis for replacing, fixing (coating, lining), and Cathodic Protection, etc.; 3) Design the recommended alternative and prepare the contract documents; and 4) Implement the designed plans in close coordination with the Plant Process Safety Management (PSM) Team.

# Capital Appropriation Proposal



**NARRATIVES** WTC WP LSG PIPING REPLACEMENT 1129526

## 1. PROJECT SCOPE

West Point Treatment Plant Low Pressure Sludge Gas/Biogas Piping Replacement - This project is to replace the Low Pressure Sludge Gas/Biogas (LSG) piping system at the West Point Treatment Plant (WPTP). The project will conduct an Alternative Analysis of the existing LSG piping system, and will design and rehabilitate the piping systems into a safe and reliable system. Major Scope items include 1) Inspect, identify, and develop the inventory of corroded Low Pressure Sludge Gas (LSG)/Biogas piping system; 2) Conduct an Alternatives Analysis for replacing, fixing (coating, lining), and Cathodic Protection, etc.; 3) Design the recommended alternative and prepare the contract documents; and 4) Implement the designed plans in close coordination with the Plant Process Safety Management (PSM) Team.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The biogas systems are crucial to the operation of the treatment facility. Leaking gas pipes present high risk to safety and operation of the plant. The existing carbon steel pipelines are corroding and pose serious health and safety risk of gas leaks. The LSG pipe system at West Point was installed during the original plant construction in the 1960's for Digesters 1, 2 and 3. The system was expanded in the mid1980's with the construction of Digesters 4 and 5; and again in the 1990's with the addition of Digester 6. Recent inspections identified six holes in the LSG pipeline. Temporary patches have been installed at these locations. The existing pipeline needs to be replaced with corrosion resistant stainless steel pipeline and accessories to ensure a robust and reliable system for the next 30-40 years.

## 4. PROJECT BENEFITS/OUTCOMES

The reliability and safety of the West Point LSG piping System will be improved. Mode of operations for LSG generation and conveyance will continue with the pipeline replacement and the rehabilitated pipeline system will extend the life of the piping network and reduce the risk of hazardous gas emissions thorough pitted gas pipes due to corrosion. The rehabilitated pipeline system will have expanded capacity to handle the increased biogas generation in the digesters systems for the next 30 years.

## 5. BUDGET REQUEST BASIS

This project is being implemented in phases. Phase 1 is currently in construction. Phase 2 will be in construction during the upcoming biennium and the requested budget is necessary to award a construction contract for that phase. The cost estimate has been refined as the project progressed from planning to final design, but it has not resulted in an increase in the estimate at completion.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Expected to reduce maintenance costs due to reduction of leakage incidents and repairs needed.

## 8. PROJECT STATUS

Phase 1 construction of the Digester 6 and related pipeline is in progress now and expected to be completed by October 2020. Phase 2 (pipelines related to all other 5 digesters) design is in progress. Contractor for Phase 2 work will be procured by first quarter of 2021. Construction Management consultant will be procured by 4th quarter of 2020. Construction of the Phase 2 will begin in 2021 and continue until 2026.

## 9. ALTERNATIVES ANALYSIS

The project followed the WTD's Alternative Analysis process and completed it in May 21, 2019.

## 10. OTHER AGENCY INVOLVEMENT

None

## 11. ART ELIGIBILITY

Project is for equipment replacement.

**NARRATIVES** WTC WP LSG PIPING REPLACEMENT 1129526

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project is an equipment replacement inside of existing plant boundaries. It will increase overall system resiliency and reliability, promoting the region's natural and built environments, economic development and strong neighborhoods. Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC OFFSITE REPLACE SMALL GENS 1129528

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 4, 8 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC OFFSITE REPLACE SMALL GENS |
| **Substantial Completion** | 12/04/2024 |
| **Location** | Various locations on the west side. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 05/09/17 - 11/14/17 | $144,515 | $0 | $0 | $0 | $144,515 |
| **2 Preliminary Design** | $1,325,218 | $523,321 | $0 | $0 | $1,848,539 |
| **3 Final Design** | $717,016 | $3,043,076 | $690,234 | $194,332 | $4,644,658 |
| **4 Implementation** 12/01/23 - 04/02/25 | $1,083,389 | $1,659,838 | $4,657,195 | $7,882,689 | $15,283,111 |
| **5 Closeout** 04/02/25 - 07/10/25 | $1 | $9,347 | $101,931 | $168,536 | $279,815 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,270,139** | **$5,235,582** | **$5,449,360** | **$8,245,557** | **$22,200,638** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $5,235,582 | $5,449,360 | $8,245,557 | $18,930,499 |
| **Total Revenue** | **$5,235,582** | **$5,449,360** | **$8,245,557** | **$18,930,499** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC OFFSITE REPLACE SMALL GENS 1129528

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $106,414 | $0 | $0 | $0 | $0 | $106,414 |
| 2 Prelim Design | $1,382,546 | $966,152 | $523,321 | $183,176 | $0 | $3,055,195 |
| 3 Final Design | $1,854 | $648,772 | $1,826,951 | $1,635,292 | $194,332 | $4,307,201 |
| 4 Implementation | $0 | $10,717 | $1,659,838 | $4,898,771 | $7,882,689 | $14,452,015 |
| 5 Closeout | $0 | $0 | $9,347 | $101,931 | $168,536 | $279,814 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,490,813** | **$1,625,641** | **$4,019,457** | **$6,819,170** | **$8,245,557** | **$22,200,638** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $106,414 | $143,433 | $144,515 | $106,414 |
| 2 Preliminary Design | $0 | $3,055,194 | $1,955,856 | $1,325,218 | $2,348,698 |
| 3 Final Design | $0 | $4,307,200 | $8,856 | $717,016 | $650,626 |
| 4 Implementation | $0 | $14,452,015 | $0 | $1,083,389 | $10,717 |
| 5 Closeout | $0 | $279,814 | $0 | $1 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$22,200,637** | **$2,108,145** | **$3,270,139** | **$3,116,455** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $38,101 | $0 | $0 | $38,101 |
| 2 Preliminary Design | ($1,023,480) | $523,321 | $523,321 | ($1,023,480) |
| 3 Final Design | $66,390 | $3,043,076 | $1,826,951 | $1,282,515 |
| 4 Implementation | $1,072,672 | $1,659,838 | $1,659,838 | $1,072,672 |
| 5 Closeout | $1 | $9,347 | $9,347 | $1 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$153,684** | **$5,235,582** | **$4,019,457** | **$1,369,809** |

**NARRATIVES** WTC OFFSITE REPLACE SMALL GENS 1129528

## Current Scope

Offsite Replacement Small Generators - The program will replace small standby generators at various West offsite stations. The project will design and construct replacement generators at the following facilities: 8th Avenue South Regulator Station, Ballard Regulator Station, Brandon Street Outfall Station, Chelan Regulator Station, Connecticut Street Regulator Station, Dexter Avenue Regulator Station, Hanford Street Regulator Station, Hanford Street Outfall Station, Harbor Avenue Regulator Station, King Street Regulator Station, Lake City Tunnel Regulator Station, Montlake Boulevard Regulator Station, Norfolk Street Regulator Station, South Michigan Street Outfall Station, South Michigan Street Regulator Station, and the West Michigan Street Regulator Station.

# Capital Appropriation Proposal



**NARRATIVES** WTC OFFSITE REPLACE SMALL GENS 1129528

## 1. PROJECT SCOPE

Offsite Replacement Small Generators - The program will replace small standby generators at various West offsite stations. The project will design and construct replacement generators at the following facilities: 8th Avenue South Regulator Station, Ballard Regulator Station, Brandon Street Outfall Station, Chelan Regulator Station, Connecticut Street Regulator Station, Dexter Avenue Regulator Station, Hanford Street Regulator Station, Hanford Street Outfall Station, Harbor Avenue Regulator Station, King Street Regulator Station, Lake City Tunnel Regulator Station, Montlake Boulevard Regulator Station, Norfolk Street Regulator Station, South Michigan Street Outfall Station, South Michigan Street Regulator Station, and the West Michigan Street Regulator Station.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Back-up electrical power is required at WTD facilities so the facilities remain operational during power disruptions. These Regulator and Outfall Stations have standby generators that are beyond their useful life and are obsolete. The project will ensure that adequate back-up power is available at these stations.

## 4. PROJECT BENEFITS/OUTCOMES

The program will provide new reliable back-up power systems to replace aging and obsolete systems, reducing Operations and Maintenance costs and reducing the risk of system shut-downs and overflows.

## 5. BUDGET REQUEST BASIS

This is a program that will have multiple subprojects in various phases of planning, design and implementation. During the upcoming biennium, the requested budget will fund both the design and implementation of small generator replacements at various offsite locations to ensure that facilities remain in operation during power disruptions.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

The project should provide new generators that are more reliable and require less maintenance and repair, thereby reducing Operating staff hours to maintain them.

## 8. PROJECT STATUS

This program has Gate 2 approved for the first five generator replacements and will move into Predesign. The remaining eleven generator replacements are completing alternative analysis.

## 9. ALTERNATIVES ANALYSIS

Group 1 set of generators have completed alternative analysis and has continued with PreDesign. Group 2 set of generators are still conducting alternative analysis.

## 10. OTHER AGENCY INVOLVEMENT

May involve permitting with local jurisdictions.

## 11. ART ELIGIBILITY

Project is for equipment replacement.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

To be determined as location impacts are identified. We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Will increase overall system resiliency and reliability, promoting the region's natural and built environments, economic development and strong neighborhoods

**NARRATIVES** WTC OFFSITE REPLACE SMALL GENS 1129528

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Subprojects will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Subprojects will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WP REFURB PE & RAS PIPES 1129529

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 02/09/2027 |
| **Location** | West Point TP |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 07/12/17 - 12/12/17 | $35,258 | $0 | $0 | $0 | $35,258 |
| **2 Preliminary Design** 12/12/17 - 11/23/21 | $316,494 | $472,631 | $24,785 | $0 | $813,910 |
| **3 Final Design** 11/23/21 - 06/06/23 | $58,434 | $1,884,061 | $1,213,786 | $195,334 | $3,351,615 |
| **4 Implementation** 06/06/23 - 05/04/27 | $4,256,665 | $1,295,972 | $3,778,599 | $1,000,223 | $10,331,459 |
| **5 Closeout** 05/04/27 - 11/16/27 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,666,851** | **$3,652,664** | **$5,017,170** | **$1,195,557** | **$14,532,242** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $3,652,664 | $5,017,170 | $1,195,557 | $9,865,391 |
| **Total Revenue** | **$3,652,664** | **$5,017,170** | **$1,195,557** | **$9,865,391** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC WP REFURB PE & RAS PIPES 1129529

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $207,744 | $0 | $0 | $0 | $0 | $207,744 |
| 2 Prelim Design | $43,060 | $935,239 | $472,631 | $24,785 | $0 | $1,475,715 |
| 3 Final Design | $0 | $37,500 | $1,884,061 | $1,213,786 | $195,334 | $3,330,681 |
| 4 Implementation | $0 | $11,399 | $64,409 | $3,778,599 | $5,660,569 | $9,514,976 |
| 5 Closeout | $0 | $0 | $0 | $0 | $3,127 | $3,127 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$250,804** | **$984,138** | **$2,421,101** | **$5,017,170** | **$5,859,030** | **$14,532,243** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $207,744 | $228,619 | $35,258 | $207,744 |
| 2 Preliminary Design | $0 | $1,475,715 | $108,530 | $316,494 | $978,299 |
| 3 Final Design | $0 | $3,330,681 | $0 | $58,434 | $37,500 |
| 4 Implementation | $0 | $16,089,381 | $0 | $4,256,665 | $11,399 |
| 5 Closeout | $0 | $153,703 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$21,257,224** | **$337,149** | **$4,666,851** | **$1,234,942** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($172,486) | $0 | $0 | ($172,486) |
| 2 Preliminary Design | ($661,805) | $472,631 | $472,631 | ($661,805) |
| 3 Final Design | $20,934 | $1,884,061 | $1,884,061 | $20,934 |
| 4 Implementation | $4,245,266 | $1,295,972 | $64,409 | $5,476,829 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$3,431,909** | **$3,652,664** | **$2,421,101** | **$4,663,472** |

**NARRATIVES** WTC WP REFURB PE & RAS PIPES 1129529

## Current Scope

West Point Refurbishment Primary Effluent and Return Activated Sludge Pipes - Inspect, restore and/or replace corroded pipelines of the Primary Effluent (PE), Waste Activated Sludge (WAS), and Return Activated Sludge (RAS) lines of the Secondary Treatment System (STS) at the West Point Treatment Plant. The scope also includes: Replace 6 existing magnetic flow meters in PE, RAS and WAS pipe lines; install isolation valve in WAS pipe; evaluate and upgrade or replace cathodic corrosion protection system associated with the STS; and inspect the PE/RAS pipe supports for conformance with seismic standards.

## 1. PROJECT SCOPE

West Point Refurbishment Primary Effluent and Return Activated Sludge Pipes - Inspect, restore and/or replace corroded pipelines of the Primary Effluent (PE), Waste Activated Sludge (WAS), and Return Activated Sludge (RAS) lines of the Secondary Treatment System (STS) at the West Point Treatment Plant. The scope also includes: Replace 6 existing magnetic flow meters in PE, RAS and WAS pipe lines; install isolation valve in WAS pipe; evaluate and upgrade or replace cathodic corrosion protection system associated with the STS; and inspect the PE/RAS pipe supports for conformance with seismic standards.

# Capital Appropriation Proposal



**NARRATIVES** WTC WP REFURB PE & RAS PIPES 1129529

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Inspections on the PE, WAS and RAS piping have identified several sections of piping that have suffered significant loss of metal. Of particular concern are the PE pipes serving Aeration Trains 1 through 6. The existing magnetic flowmeters are obsolete and are no longer supported by the manufacturer. A valve is required to isolate the WAS pipe for inspection and maintenance purposes. The cathodic corrosion prevention system is obsolete and no longer protects against corrosion. Pipe supports must also be retrofitted to comply with current seismic codes. This project will prioritize which pipes should be either recoated or replaced.

## 4. PROJECT BENEFITS/OUTCOMES

This will extend the useful life of the wastewater pipe assets and reduce the probability of leaks, system shut-downs, and health and safety impacts.

## 5. BUDGET REQUEST BASIS

This project will be in preliminary and final design during the upcoming biennium. This project was deferred in 2018 and restarted in 2019 based on updated inspection results. When the project was restarted, scope was added to the project to include replacement of flow meters, seismic bracing, and cathodic protection of the piping. This scope addition is anticipated to reduce overall costs by increasing contractor efficiency. Staff labor, consultant design costs, and project contingency were all increased relative to the scope addition.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Expected to reduce maintenance costs.

## 8. PROJECT STATUS

A consultant has been contracted. We are commencing the alternatives evaluation.

## 9. ALTERNATIVES ANALYSIS

To be completed in the course of project delivery.

## 10. OTHER AGENCY INVOLVEMENT

To be determined.

## 11. ART ELIGIBILITY

Equipment (pipe) replacement/restoration.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A. Inside of existing plant boundaries. No odor or transportation impact. Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard by considering energy efficiency, water conservation, use of sustainable materials, environmental health, community quality of life, equity and social justice. Project will also maximize construction and demolition waste diversion from landfills by striving for an 80% - 85% diversion rate. These actions contribute to SCAP Green Building Goal Area targets and strategies.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** WTC WP REFURB PE & RAS PIPES 1129529

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC BW OPTIMIZE AERATION BASIN 1129532

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/21/2023 |
| **Location** | Brightwater Treatment Plant |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/12/17 - 03/14/17 | $96,791 | $0 | $0 | $0 | $96,791 |
| **2 Preliminary Design** 03/15/17 - 09/15/20 | $1,336,942 | $0 | $0 | $0 | $1,336,942 |
| **3 Final Design** 09/15/20 - 05/09/22 | $485,116 | $2,158,834 | $0 | $0 | $2,643,950 |
| **4 Implementation** 08/07/20 - 07/24/23 | $12,386,023 | $11,712,328 | $0 | $0 | $24,098,351 |
| **5 Closeout** 06/30/21 - 04/12/24 | $1,750 | $0 | $0 | $0 | $1,750 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$14,306,622** | **$13,871,162** | **$0** | **$0** | **$28,177,784** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $13,871,162 | $0 | $0 | $13,871,162 |
| **Total Revenue** | **$13,871,162** | **$0** | **$0** | **$13,871,162** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC BW OPTIMIZE AERATION BASIN 1129532

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $37,180 | $0 | $0 | $0 | $0 | $37,180 |
| 2 Prelim Design | $1,567,923 | $1,066,275 | $0 | $0 | $0 | $2,634,198 |
| 3 Final Design | $2,464 | $1,033,740 | $2,755,093 | $0 | $0 | $3,791,297 |
| 4 Implementation | $99,518 | $4,193,590 | $9,422,103 | $7,854,799 | $0 | $21,570,010 |
| 5 Closeout | $0 | $145 | $17,123 | $127,832 | $0 | $145,100 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,707,085** | **$6,293,750** | **$12,194,319** | **$7,982,631** | **$0** | **$28,177,785** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $37,180 | $37,180 | $96,791 | $37,180 |
| 2 Preliminary Design | $0 | $2,634,199 | $1,848,956 | $1,336,942 | $2,634,198 |
| 3 Final Design | $0 | $3,791,297 | $424,129 | $485,116 | $1,036,204 |
| 4 Implementation | $0 | $21,570,010 | $99,825 | $12,386,023 | $4,293,108 |
| 5 Closeout | $0 | $145,100 | $0 | $1,750 | $145 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$28,177,786** | **$2,410,090** | **$14,306,622** | **$8,000,835** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $59,611 | $0 | $0 | $59,611 |
| 2 Preliminary Design | ($1,297,256) | $0 | $0 | ($1,297,256) |
| 3 Final Design | ($551,088) | $2,158,834 | $2,755,093 | ($1,147,347) |
| 4 Implementation | $8,092,915 | $11,712,328 | $9,422,103 | $10,383,140 |
| 5 Closeout | $1,605 | $0 | $17,123 | ($15,518) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$6,305,787** | **$13,871,162** | **$12,194,319** | **$7,982,630** |

**NARRATIVES** WTC BW OPTIMIZE AERATION BASIN 1129532

## Current Scope

Brightwater Optimize Aeration Basin - At the Brightwater Treatment Plant (BWTP), optimize the three aeration basins to decrease chemical and energy usage, decrease foaming and increase process/operational flexibility. Project includes a two phase design/implementation approach. Phase 1 is an accelerated phase to install actuated control valves for improved aeration control and to reduce excess air delivery to the aeration basins (Zone Dissolved Oxygen (DO) Control); ammonium sensors will also be installed to support Phase 2 work. Phase 2 includes design/implementation of a classifying selector tank to provide improved solids retention control for improved process flexibility, improved performance/reduced foaming, further reduce excess air delivery, and chemical reduction; diffuser membranes will also be replaced for more efficient aeration. This project approach allows King County to realize partial aeration/energy savings a year in advance upon completion of Phase 1 with the remainder of energy savings and other benefits being realized upon completion of Phase 2.

# Capital Appropriation Proposal



**NARRATIVES** WTC BW OPTIMIZE AERATION BASIN 1129532

## 1. PROJECT SCOPE

Brightwater Optimize Aeration Basin - At the Brightwater Treatment Plant (BWTP), optimize the three aeration basins to decrease chemical and energy usage, decrease foaming and increase process/operational flexibility. Project includes a two phase design/implementation approach. Phase 1 is an accelerated phase to install actuated control valves for improved aeration control and to reduce excess air delivery to the aeration basins (Zone Dissolved Oxygen (DO) Control); ammonium sensors will also be installed to support Phase 2 work. Phase 2 includes design/implementation of a classifying selector tank to provide improved solids retention control for improved process flexibility, improved performance/reduced foaming, further reduce excess air delivery, and chemical reduction; diffuser membranes will also be replaced for more efficient aeration. This project approach allows King County to realize partial aeration/energy savings a year in advance upon completion of Phase 1 with the remainder of energy savings and other benefits being realized upon completion of Phase 2.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Brightwater Treatment Plant has been operating since 2012. The operating experience indicates the aeration basin design is not optimal, including minimal aeration control and resulting in lower than anticipated alkalinity in the liquid stream. These issues result in excessive aeration/blower energy consumption and caustic chemical usage for pH control to meet effluent discharge permit limits. The Wastewater Treatment Division (WTD) is spending $1,800,000 annually (2018 dollars) to add caustic to the liquid stream to meet discharge permit pH limits. Additionally, the aeration distribution system leaks and the aeration system lacks fundamental controls that would provide greater process flexibility and improved performance.

## 4. PROJECT BENEFITS/OUTCOMES

The benefits of this project include improved aeration system delivery and control, improved secondary process performance, reducing chemical usage costs, and reducing energy usage.

## 5. BUDGET REQUEST BASIS

This project will be in final design and construction during the upcoming biennium, and the appropriation is necessary to award a construction contract. Since the last budget request, this project has progressed from planning to preliminary design. As the design has been refined, the cost estimate has been revised to reflect the selected design alternative.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project is expected to reduce operating costs through reduced chemical usage and reduced labor. Because of low alkalinity, Brightwater spends $1.8 million dollars annually (2018 dollars) for caustic addition to meet discharge permit limits for pH. Initial Phase 1 annual blower energy savings of $32K-$34K are expected between 2021 and 2023. Phase 2 annual blower energy savings of $92k-$126k are expected between 2024-2040 and annual chemical savings of $827K-1,153K are expected over the same time period; blower energy savings will be offset by pump and blower energy related to classifying selector operation. Snohomish County Public Utilities Commission energy grant applications are planned for Phase 1 and Phase 2 blower energy savings.

## 8. PROJECT STATUS

The Zone DO Control portion is approaching 100% design and includes owner furnished control valve assemblies. COVID-19 has caused fabrication/delivery delays of up to 3 months. This work will be implemented using the WA State Department of Enterprise Services Energy Services Performance Contract. This work requires only contractor procured permits, which in part allowed the work to be accelerated. The Classifying Selector portion is approaching 30% design (September 2020 completion). This work will be implemented using a design/bid/build approach. This work will require King County to acquire a Snohomish County issued building permit.

**NARRATIVES** WTC BW OPTIMIZE AERATION BASIN 1129532

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis was completed in April 2019. Six process options were screened using process control/flexibility, chemical and energy costs, future flexibility, system complexity, and constructability as criteria. Two processes, simultaneous nitrification/denitrification (SND) and sidestream treatment (SST), were selected to continue onto alternatives evaluation. In addition, it was determined that baseline improvements were also needed regardless of the selected process options to provide BW staff with better dissolved oxygen and solids retention control, which are basic requirements for robust aeration basin performance.

## 10. OTHER AGENCY INVOLVEMENT

Washington State Department of Ecology, Snohomish County Planning and Development Services, and Snohomish County Public Utilities Commission involvement will be needed to update the Facility Plan, obtain a building permit for Phase 2, and Phase 1 and Phase 2 blower energy savings grant applications, respectively.

## 11. ART ELIGIBILITY

Project is for equipment replacement.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Inside of existing plant boundaries. No odor or transportation impact. Will increase overall system resiliency and reliability, promoting the region's natural and built environments, economic development and strong neighborhoods

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project is expected to result in energy savings of approximately 766,500 kWh/year. Implementation of the project will further the SCAP Buildings and Facilities Goal Area target of King County reducing normalized energy use in County owned facilities by at least 5% by 2020 and 10% by 2025, as compared to a baseline year of 2014. To measure progress towards the target, energy savings will be tracked through WTD's normalized energy use reporting after the project is completed. Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC CAPITAL PROJECT FORMULATE 1129536

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC CAPITAL PROJECT FORMULATE |
| **Substantial Completion** | 01/24/2021 |
| **Location** | King Street Center |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/16/17 - 12/30/21 | $394,752 | $0 | $456,647 | $484,457 | $1,335,856 |
| **2 Preliminary Design** | $1,920,445 | $757,585 | $684,971 | $726,685 | $4,089,686 |
| **3 Final Design** | $5,751,291 | $1,464,629 | $2,349,061 | $1,538,653 | $11,103,634 |
| **4 Implementation** | $1,461,095 | $406,064 | $1,369,941 | $2,362,914 | $5,600,014 |
| **5 Closeout** | $430,005 | $0 | $684,971 | $770,606 | $1,885,582 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$9,957,589** | **$2,628,278** | **$5,545,591** | **$5,883,315** | **$24,014,773** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $2,628,278 | $5,545,591 | $5,883,315 | $14,057,184 |
| **Total Revenue** | **$2,628,278** | **$5,545,591** | **$5,883,315** | **$14,057,184** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC CAPITAL PROJECT FORMULATE 1129536

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $2,773,043 | $305,259 | $420,362 | $456,647 | $484,457 | $4,439,768 |
| 2 Prelim Design | $56,488 | $889,602 | $1,241,273 | $684,971 | $726,685 | $3,599,019 |
| 3 Final Design | $13,031 | $2,048,771 | $2,432,005 | $2,349,061 | $1,538,653 | $8,381,521 |
| 4 Implementation | $5,829 | $184,807 | $1,463,587 | $1,369,941 | $2,362,914 | $5,387,078 |
| 5 Closeout | $2,643 | $71,561 | $677,407 | $684,971 | $770,605 | $2,207,187 |
| 6 Acquisition | $198 | $0 | $0 | $0 | $0 | $198 |
| **Total Expense** | **$2,851,232** | **$3,500,000** | **$6,234,634** | **$5,545,591** | **$5,883,314** | **$24,014,771** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $4,439,768 | $3,798,075 | $394,752 | $3,078,302 |
| 2 Preliminary Design | $0 | $3,599,019 | $59,006 | $1,920,445 | $946,090 |
| 3 Final Design | $0 | $8,381,521 | $3,208 | $5,751,291 | $2,061,802 |
| 4 Implementation | $0 | $5,387,078 | $7,471 | $1,461,095 | $190,636 |
| 5 Closeout | $0 | $2,207,187 | $3,377 | $430,005 | $74,204 |
| 6 Acquisition | $0 | $198 | $198 | $0 | $198 |
| **Total** | **$0** | **$24,014,771** | **$3,871,335** | **$9,957,588** | **$6,351,232** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($2,683,550) | $0 | $420,362 | ($3,103,912) |
| 2 Preliminary Design | $974,355 | $757,585 | $1,241,273 | $490,667 |
| 3 Final Design | $3,689,489 | $1,464,629 | $2,432,005 | $2,722,113 |
| 4 Implementation | $1,270,459 | $406,064 | $1,463,587 | $212,936 |
| 5 Closeout | $355,801 | $0 | $677,407 | ($321,606) |
| 6 Acquisition | ($198) | $0 | $0 | ($198) |
| **Total** | **$3,606,356** | **$2,628,278** | **$6,234,634** | **$0** |

**NARRATIVES** WTC CAPITAL PROJECT FORMULATE 1129536

## Current Scope

Capital Project Formulate - This program will evaluate potential capital projects and develop conceptual planning level documents that define and estimate expected scope, schedule, and budget. No design or construction will be done in the Formulation Program.

## 1. PROJECT SCOPE

Capital Project Formulate - This program will evaluate potential capital projects and develop conceptual planning level documents that define and estimate expected scope, schedule, and budget. No design or construction will be done in the Formulation Program.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC CAPITAL PROJECT FORMULATE 1129536

## 3. PROJECT JUSTIFICATION

Capital Project Formulation was initiated as a result of KC Council feedback on process improvements in the development of project scope and cost estimating. This process improvement will reduce the volatility of updates to the stand-alone project scope, schedule and estimate at completion. The Wastewater Treatment Division will use the results to better inform future capital budget processes and launch new projects.

## 4. PROJECT BENEFITS/OUTCOMES

This program will improve the accuracy of conceptual cost estimates prior to project initiation. This is anticipated to improve capital budget management and better forecast resources needed to complete projects.

## 5. BUDGET REQUEST BASIS

This program is an ongoing program that funds the development of conceptual project scopes, schedules, and budgets for WTD projects. No design or construction will be performed in this program. The total number of projects to be developed during the next biennium is still uncertain, so the budget request is based on the program spending trends over the last three years.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Depending on the project definition, Operating budgets may be affected.

## 8. PROJECT STATUS

As of May 2020; the program has initiated nearly 50 formulation projects and has completed 30. All completed projects have updated cost, scope and schedule information entered into the Portfolio Management (PfM) system for prioritization ranking. If projects are approved for funding, any formulation expenses will be transferred to the newly funded project budget.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Depending on the project, other jurisdictions may be involved in aspects of the projects such as permitting, SEPA, or community involvement. Potential involvement will be identified as part of this program and will be expanded and completed in the course of project delivery.

## 11. ART ELIGIBILITY

Project is for planning.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan. Will increase overall system resiliency and reliability, promoting the region's natural and built environments, economic development and strong neighborhoods.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will further implementation of the SCAP Buildings and Facilities Energy Goal Area priority action of maximizing energy efficiency in new King County facility projects by ensuring that conceptual planning level scopes and budgets that are prepared for WTD capital projects assume (1) the SCAP requirement that all King County government capital projects with energy-consuming equipment meet the equivalent energy performance of the city with the most stringent energy code in the county, and (2) energy minimization requirements of Green Building and Sustainable Development policy, Ordinance 17709.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** WTC CAPITAL PROJECT FORMULATE 1129536

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC TECH ASSESS & INNOVATION 1129538

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2027 |
| **Location** | West Point Treatment Plant |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/02/17 - 12/31/26 | $485,016 | $0 | $0 | $0 | $485,016 |
| **2 Preliminary Design** | $2,145,813 | $1,343,085 | $0 | $0 | $3,488,898 |
| **3 Final Design** | $749,064 | $715,737 | $2,184,203 | $308,269 | $3,957,273 |
| **4 Implementation** 01/02/17 - 12/31/26 | $369,080 | $340,177 | $263,202 | $2,195,643 | $3,168,102 |
| **5 Closeout** | $0 | $0 | $0 | $92,541 | $92,541 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,748,973** | **$2,398,999** | **$2,447,405** | **$2,596,453** | **$11,191,830** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $2,398,999 | $2,447,405 | $2,596,453 | $7,442,857 |
| **Total Revenue** | **$2,398,999** | **$2,447,405** | **$2,596,453** | **$7,442,857** |

### EXPENSE WTC TECH ASSESS & INNOVATION 1129538

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $2,778,021 | $620,015 | $0 | $0 | $0 | $3,398,036 |
| **2 Prelim Design** | $10,585 | $364,644 | $1,343,085 | $0 | $0 | $1,718,314 |
| **3 Final Design** | $0 | $0 | $715,737 | $2,184,203 | $308,269 | $3,208,209 |
| **4 Implementation** | $250,459 | $118,654 | $340,176 | $263,202 | $2,195,643 | $3,168,134 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $92,541 | $92,541 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,039,065** | **$1,103,313** | **$2,398,998** | **$2,447,405** | **$2,596,453** | **$11,585,234** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,398,036 | $3,186,196 | $485,016 | $3,398,036 |
| 2 Preliminary Design | $0 | $1,718,313 | $10,585 | $2,145,813 | $375,229 |
| 3 Final Design | $0 | $3,208,210 | $0 | $749,064 | $0 |
| 4 Implementation | $0 | $3,168,135 | $264,763 | $369,080 | $369,113 |
| 5 Closeout | $0 | $92,541 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,585,235** | **$3,461,544** | **$3,748,973** | **$4,142,378** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($2,913,020) | $0 | $0 | ($2,913,020) |
| 2 Preliminary Design | $1,770,584 | $1,343,085 | $1,343,085 | $1,770,584 |
| 3 Final Design | $749,064 | $715,737 | $715,737 | $749,064 |
| 4 Implementation | ($33) | $340,177 | $340,176 | ($32) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($393,405)** | **$2,398,999** | **$2,398,998** | **($393,404)** |

## NARRATIVES

WTC TECH ASSESS & INNOVATION 1129538

### Current Scope

Technology Assessment and Innovation - The Technology Assessment and Innovation Program (TAIP) is involved in numerous concurrent testing and technology assessment activities, including evaluation of the cost and effectiveness of technologies and process changes that can improve the performance or reduce the costs of wastewater treatment. Recent TAIP examples include energy/resource recovery, biosolids management, wastewater systems optimization, and nutrient management fields. This project is a continuation of former project 1037769 which closed at the end of 2016.

### 1. PROJECT SCOPE

Technology Assessment and Innovation - The Technology Assessment and Innovation Program (TAIP) is involved in numerous concurrent testing and technology assessment activities, including evaluation of the cost and effectiveness of technologies and process changes that can improve the performance or reduce the costs of wastewater treatment. Recent TAIP examples include energy/resource recovery, biosolids management, wastewater systems optimization, and nutrient management fields. This project is a continuation of former project 1037769 which closed at the end of 2016.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The wastewater treatment industry is constantly evolving in an effort to reliably produce high quality effluent while recovering resources and reducing costs. The Technology Assessment and Innovation Program evaluates the potential for new technologies to help the Wastewater Treatment Division meet these goals and, when appropriate, conducts or supports testing of new technologies of particular interest to the Division to improve the performance or reduce the costs of wastewater treatment..

# Capital Appropriation Proposal



**NARRATIVES** WTC TECH ASSESS & INNOVATION 1129538

## 4. PROJECT BENEFITS/OUTCOMES

This program strongly supports WTDs Vision: An innovative and resilient clean water enterprise revolutionizing the recovery of valuable resources for sustainable communities. Make informed decisions regarding new technologies with the potential to improve performance and reduce costs and/or impacts of WTD facilities.

## 5. BUDGET REQUEST BASIS

The Wastewater Treatment Division is constantly innovating to reliably produce high effluent quality while recovering valuable resources and reducing treatment costs. The budget requested will allow the Technology Assessment and Innovation Program to support the Division by evaluating treatment processes, and when appropriate, test new technologies of particular interest to the Division.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A.

## 8. PROJECT STATUS

This is an ongoing project without typical phases. During the biennium, the budget will pay for technology assessment staff labor and leasing of pilot equipment.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

The University of Washington Department of Civil & Environmental Engineering supports the Program through graduate student research guided by nationally recognized University Professors.

## 11. ART ELIGIBILITY

Capital Planning Project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Project is a technology study.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project supports the evaluation of new technologies, including those pertaining to energy efficiency. For example, it includes studies and pilot projects of technologies that could potentially be used to meet anticipated new nitrogen effluent standards without significantly increasing energy consumption. This supports the SCAP Buildings and Facilities Energy Goal Area target of reducing energy use at County facilities, although the timeframe for this research extends beyond the 2020 date identified in the SCAP target.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WTC TECH ASSESS & INNOVATION 1129538

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WP POWER MON UPGD 1134063

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/21/2023 |
| **Location** | West Point Treatment Plant |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 05/07/19 | $68,444 | $0 | $0 | $0 | $68,444 |
| **2 Preliminary Design** 05/07/19 - 10/06/20 | $335,488 | $22,921 | $0 | $0 | $358,409 |
| **3 Final Design** 10/06/20 - 11/22/21 | $778,547 | $1,056,861 | $0 | $0 | $1,835,408 |
| **4 Implementation** 11/22/21 - 09/15/23 | $4,266,908 | $3,223,094 | $0 | $0 | $7,490,002 |
| **5 Closeout** 09/15/23 - 06/17/24 | $30,518 | $35,665 | $0 | $0 | $66,183 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$5,479,905** | **$4,338,541** | **$0** | **$0** | **$9,818,446** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $4,338,541 | $0 | $0 | $4,338,541 |
| **Total Revenue** | **$4,338,541** | **$0** | **$0** | **$4,338,541** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC WP POWER MON UPGD 1134063

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $213,839 | $0 | $0 | $0 | $0 | $213,839 |
| 2 Prelim Design | $59,328 | $586,475 | $22,921 | $0 | $0 | $668,724 |
| 3 Final Design | $0 | $164,536 | $1,108,794 | $201,350 | $0 | $1,474,680 |
| 4 Implementation | $0 | $45,485 | $3,261,855 | $4,044,130 | $0 | $7,351,470 |
| 5 Closeout | $0 | $0 | $11,823 | $97,910 | $0 | $109,733 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$273,167** | **$796,496** | **$4,405,393** | **$4,343,390** | **$0** | **$9,818,446** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $213,839 | $421,650 | $68,444 | $213,839 |
| 2 Preliminary Design | $0 | $668,724 | $166,364 | $335,488 | $645,803 |
| 3 Final Design | $0 | $1,474,681 | $0 | $778,547 | $164,536 |
| 4 Implementation | $0 | $7,351,471 | $807 | $4,266,908 | $45,485 |
| 5 Closeout | $0 | $109,731 | $0 | $30,518 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$9,818,446** | **$588,821** | **$5,479,905** | **$1,069,663** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($145,395) | $0 | $0 | ($145,395) |
| 2 Preliminary Design | ($310,315) | $22,921 | $22,921 | ($310,315) |
| 3 Final Design | $614,011 | $1,056,861 | $1,108,794 | $562,078 |
| 4 Implementation | $4,221,423 | $3,223,094 | $3,261,855 | $4,182,662 |
| 5 Closeout | $30,518 | $35,665 | $11,823 | $54,360 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$4,410,242** | **$4,338,541** | **$4,405,393** | **$4,343,390** |

**NARRATIVES** WTC WP POWER MON UPGD 1134063

## Current Scope

West Point Power Monitor Upgrade - This project will replace the switchgear equipment in the Intermediate Pump Station (Facility 724) and the Effluent Pump Station (Facility 707). As part of the switchgear replacement, power line monitors with transient waveform capture features will be installed on each substation main breaker.

## 1. PROJECT SCOPE

West Point Power Monitor Upgrade - This project will replace the switchgear equipment in the Intermediate Pump Station (Facility 724) and the Effluent Pump Station (Facility 707). As part of the switchgear replacement, power line monitors with transient waveform capture features will be installed on each substation main breaker.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC WP POWER MON UPGD 1134063

## 3. PROJECT JUSTIFICATION

The current switchgears are approaching the end of their useful life and will need to be replaced in the next 10-13 years. Tripping of the main breakers for essential electrical equipment was one contributor to the West Point Treatment Plant flooding event and investigations into the root cause have not resulted in definitive answers on why this happened. Installing power monitoring equipment will provide a significant maintenance tool that WTD can use to analyze power system health and forensic analysis of failures. Power line monitors was a recommendation from the AECOM Independent Assessment's recommendation #57.

## 4. PROJECT BENEFITS/OUTCOMES

This project will support public health and life safety by enhancing power systems to the operation of the wastewater system at West Point Treatment Plant. The new switchgear equipment will have a useful life of 40 years and power monitoring will provide a significant maintenance tool to analyze power system health and for forensic analysis of failures. The following WTD Safety Initiatives will also be implemented as part of this project: * Infrared observation windows * Arc flash mitigation and prevention * High speed protective relaying * Fault current reduction

## 5. BUDGET REQUEST BASIS

This project will be in final design and construction during the upcoming biennium, and the appropriation is necessary to award a construction contract. Since the last budget request, this project has progressed from planning to preliminary design. As the design has been refined, the cost estimate has been revised to include additional scope to replace switchgears reaching end of life. This scope addition is anticipated to reduce overall lifecycle costs by minimizing re-work. Staff labor, consultant design costs, and project contingency were all increased relative to the scope addition.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Should decrease O&M costs due to system enhancements.

## 8. PROJECT STATUS

Finalizing the consultant design scope of work and level of effort with anticipated notice to proceed issued to the consultant by the end of May 2020. Preliminary design will start in June 2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis was completed in 4th quarter 2019 and three alternatives were considered. Alternative #1: Install power monitoring equipment only; Alternative #2: Install power monitoring equipment and refurbishment of all breakers and spare breakers; Alternative #3: Replace switchgears and install power monitoring equipment. During alternatives analysis it was established that switchgears 707 and 724 are approaching the end of their useful life and will need to be replaced in the next 10-13 years. If the switchgears were not replaced and power monitoring equipment was installed WTD would not recoup the full cost of any upgrades to the existing equipment because it would be retired prior to the upgrades being fully depreciated. This information along with the identification of electrical code advancements and WTD safety initiatives has resulted in the project team recommending Alternative #3 as the preferred alternative.

## 10. OTHER AGENCY INVOLVEMENT

TBD.

## 11. ART ELIGIBILITY

Equipment replacement project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

No odor or transportation impact. Will increase overall system resiliency and reliability, promoting the region's natural and built environments, economic development and strong neighborhoods. Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

**NARRATIVES** WTC WP POWER MON UPGD 1134063

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

If construction is required, project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. If construction is required, project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC SP IPS SEISMIC UPGD 1134065

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3, 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/18/2025 |
| **Location** | South Treatment Plant |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 07/18/19 - 11/05/19 | $48,930 | $0 | $0 | $0 | $48,930 |
| **2 Preliminary Design** 11/05/19 - 12/07/21 | $506,256 | $313,420 | $0 | $0 | $819,676 |
| **3 Final Design** 12/07/21 - 08/21/23 | $1,074,617 | $1,207,387 | $741,404 | $0 | $3,023,408 |
| **4 Implementation** 08/21/23 - 11/21/25 | $5,562,423 | $5,773,603 | $2,442,171 | $0 | $13,778,197 |
| **5 Closeout** 11/21/25 - 02/27/26 | $0 | $1,709 | $1,831 | $0 | $3,540 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$7,192,226** | **$7,296,119** | **$3,185,406** | **$0** | **$17,673,751** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $7,296,119 | $3,185,407 | $0 | $10,481,526 |
| **Total Revenue** | **$7,296,119** | **$3,185,407** | **$0** | **$10,481,526** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC SP IPS SEISMIC UPGD 1134065

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $117,956 | $0 | $0 | $0 | $0 | $117,956 |
| 2 Prelim Design | $2,312 | $360,469 | $313,420 | $0 | $0 | $676,201 |
| 3 Final Design | $0 | $10,133 | $1,207,387 | $741,404 | $0 | $1,958,924 |
| 4 Implementation | $0 | $1,849 | $82,706 | $6,231,782 | $8,344,042 | $14,660,379 |
| 5 Closeout | $0 | $0 | $1,709 | $1,831 | $256,752 | $260,292 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$120,267** | **$372,451** | **$1,605,222** | **$6,975,017** | **$8,600,794** | **$17,673,751** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $117,956 | $147,244 | $48,930 | $117,956 |
| 2 Preliminary Design | $0 | $676,202 | $17,763 | $506,256 | $362,781 |
| 3 Final Design | $0 | $1,958,924 | $1,090 | $1,074,617 | $10,133 |
| 4 Implementation | $0 | $14,660,380 | $0 | $5,562,423 | $1,849 |
| 5 Closeout | $0 | $260,292 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$17,673,754** | **$166,097** | **$7,192,226** | **$492,719** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($69,026) | $0 | $0 | ($69,026) |
| 2 Preliminary Design | $143,475 | $313,420 | $313,420 | $143,475 |
| 3 Final Design | $1,064,484 | $1,207,387 | $1,207,387 | $1,064,484 |
| 4 Implementation | $5,560,574 | $5,773,603 | $82,706 | $11,251,471 |
| 5 Closeout | $0 | $1,709 | $1,709 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$6,699,507** | **$7,296,119** | **$1,605,222** | **$12,390,404** |

**NARRATIVES** WTC SP IPS SEISMIC UPGD 1134065

## Current Scope

South Plant Influent Pump Station Seismic Upgrade - The project will address seismic retrofits of the South Plant Influent Pump Station (IPS) building. This facility is at risk for structural failure or roof collapse during a major seismic event which could result in the facility becoming inoperable. Mechanical and electrical system damage may also cause the facility to become inoperable.

## 1. PROJECT SCOPE

South Plant Influent Pump Station Seismic Upgrade - The project will address seismic retrofits of the South Plant Influent Pump Station (IPS) building. This facility is at risk for structural failure or roof collapse during a major seismic event which could result in the facility becoming inoperable. Mechanical and electrical system damage may also cause the facility to become inoperable.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC SP IPS SEISMIC UPGD 1134065

## 3. PROJECT JUSTIFICATION

King County Wastewater Treatment Division (WTD) has a comprehensive strategy to prepare conveyance and treatment facilities for the probable impacts of natural disasters. This strategy is described within Final Resiliency Recommendations (HDR, 2018), one of two reports prepared to enhance the resiliency and recovery of King County's Regional Wastewater Treatment Facilities. The Final Resiliency Recommendations report provides a preliminary assessment of WTD facilities that face the highest risk based on vulnerability and consequence of failure for several natural disaster events. The Final Resiliency Recommendations report identifies the South Plant IPS as one of the highest priority projects for seismic retrofits. The South Plant IPS has a potential need for structural retrofits to improve seismic resiliency. Of particular concern are the pre-cast concrete "Z" purlins at the upper roof of the South Plant IPS, which are at risk of collapse during a significant seismic event. Collapse of the roof structure would likely result in the South Plant IPS becoming inoperable.

## 4. PROJECT BENEFITS/OUTCOMES

This project provides structural retrofits and additional stability to the raw sewage pump station that convey flows to the South Treatment Plant. Benefits include enhanced life safety and resiliency in the event of a seismic event; structural collapse could render the IPS inoperable leading to potential overflows of untreated sewage.

## 5. BUDGET REQUEST BASIS

This project will be in preliminary and final design during the biennium. Since the last budget request, this project completed capital project formulation to better define the scope and estimate. As a result of formulation, the construction cost estimate was revised to include the following scope items: pin-piling support, replacement of the building crane, wet well inspection, hazardous materials abatement, HVAC support upgrade, and costs such as general contractor markup. Staff labor, consultant design costs, and project contingency were all increased relative to the revised construction estimate.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

Gate 1 was approved, and consultant procurement is underway. After notice to proceed, the Alternatives Analysis phase will last approximately 9 months.

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis and life-cycle-cost analysis will be performed during alternatives analysis phase.

## 10. OTHER AGENCY INVOLVEMENT

Local permitting will be conducted with the City of Renton.

## 11. ART ELIGIBILITY

Project is a seismic upgrade to facility (rehabilitation). Not visible or accessible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

South Treatment Plant (census tract 262) has a total population of 5,685 people and an Overall Opportunity Index of 0.72, which indicates a moderate to high level of vulnerability among individuals living in the census tract. Three of the four themes—Social Economic Status, Race/Ethnicity and Language, and Housing and Transportation—have significantly higher levels of vulnerability than the WTD median. Notably, the per capita income is $25,383, which is roughly $16,000 less than the WTD median. The census tract also has higher than median values for people of color, individuals with no high school diploma, and multi-unit structures. The project will enhance resiliency of a critical facility, and reduce potential impacts of a major seismic event. Opportunities to advance equity and social justice (ESJ) during construction will likely be in any opportunities in the hiring and sourcing process. The project is anticipated to utilize a Community Workforce Agreement (CWA). Additionally, the project will increase participation of Minority/Women-owned Business Enterprises (M/WBE) by utilizing an ESJ Innovation Plan for the design contract.

# Capital Appropriation Proposal



**NARRATIVES** WTC SP IPS SEISMIC UPGD 1134065

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC COMP SYSTEM PLAN 1134066

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | King Street Center |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/02/19 - 12/31/22 | $158,145 | $0 | $0 | $0 | $158,145 |
| **2 Preliminary Design** | $4,399,388 | $1,076,815 | $0 | $0 | $5,476,203 |
| **3 Final Design** | $4,060,137 | $7,622,233 | $0 | $0 | $11,682,370 |
| **4 Implementation** | $0 | $3,517,835 | $0 | $0 | $3,517,835 |
| **5 Closeout** | $0 | $245,125 | $0 | $0 | $245,125 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$8,617,670** | **$12,462,008** | **$0** | **$0** | **$21,079,678** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $12,462,008 | $0 | $0 | $12,462,008 |
| **Total Revenue** | **$12,462,008** | **$0** | **$0** | **$12,462,008** |

### EXPENSE WTC COMP SYSTEM PLAN 1134066

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $5,797,123 | $394,671 | $0 | $0 | $0 | $6,191,794 |
| **2 Prelim Design** | $0 | $4,046,384 | $1,076,815 | $0 | $0 | $5,123,199 |
| **3 Final Design** | $0 | $257,628 | $7,622,233 | $0 | $0 | $7,879,861 |
| **4 Implementation** | $0 | $0 | $3,517,953 | $0 | $0 | $3,517,953 |
| **5 Closeout** | $0 | $0 | $245,125 | $0 | $0 | $245,125 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$5,797,123** | **$4,698,683** | **$12,462,126** | **$0** | **$0** | **$22,957,932** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $6,191,793 | $7,600,497 | $158,145 | $6,191,794 |
| 2 Preliminary Design | $0 | $5,123,199 | $0 | $4,399,388 | $4,046,384 |
| 3 Final Design | $0 | $7,879,861 | $0 | $4,060,137 | $257,628 |
| 4 Implementation | $0 | $3,517,954 | $0 | $0 | $0 |
| 5 Closeout | $0 | $245,125 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$22,957,932** | **$7,600,497** | **$8,617,670** | **$10,495,806** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($6,033,649) | $0 | $0 | ($6,033,649) |
| 2 Preliminary Design | $353,004 | $1,076,815 | $1,076,815 | $353,004 |
| 3 Final Design | $3,802,509 | $7,622,233 | $7,622,233 | $3,802,509 |
| 4 Implementation | $0 | $3,517,835 | $3,517,953 | ($118) |
| 5 Closeout | $0 | $245,125 | $245,125 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($1,878,136)** | **$12,462,008** | **$12,462,126** | **($1,878,254)** |

## NARRATIVES WTC COMP SYSTEM PLAN 1134066

### Current Scope

Comprehensive System Plan - The overall objective of this scope of work is to develop a Clean Water Plan for King County's regional wastewater system to guide near-term (up to 10 years) and long-term (10 to 40 years) investments by WTD in regional water quality. In addition to comprehensively assessing all demands on the regional wastewater system, the overall planning process will include regional dialog with interested parties about investment priorities, water quality benefits relative to cost, wastewater rate affordability, and the priorities and associated trade offs. The planning process will be guided by and seeks to define a future direction for the utility that is consistent with WTD's vision and mission. The plan shall identify a path forward for WTD that: provides a strategic plan to guide future investments; allocates the right dollars to the right projects at the right time; ensures the core mission to protect water quality; achieves the best water quality benefit for the investments made; results in affordable wastewater utility rates into the future; reflects the County's initiatives, including equity and social justice and strategic climate action planning.

### 1. PROJECT SCOPE

Comprehensive System Plan - The overall objective of this scope of work is to develop a Clean Water Plan for King County's regional wastewater system to guide near-term (up to 10 years) and long-term (10 to 40 years) investments by WTD in regional water quality. In addition to comprehensively assessing all demands on the regional wastewater system, the overall planning process will include regional dialog with interested parties about investment priorities, water quality benefits relative to cost, wastewater rate affordability, and the priorities and associated trade offs. The planning process will be guided by and seeks to define a future direction for the utility that is consistent with WTD's vision and mission. The plan shall identify a path forward for WTD that: provides a strategic plan to guide future investments; allocates the right dollars to the right projects at the right time; ensures the core mission to protect water quality; achieves the best water quality benefit for the investments made; results in affordable wastewater utility rates into the future; reflects the County's initiatives, including equity and social justice and strategic climate action planning.

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC COMP SYSTEM PLAN 1134066

## 3. PROJECT JUSTIFICATION

King County is facing critical decisions that will shape the scope and focus of water quality investments in the coming decades. The regional wastewater system is facing ever-growing demands such as aging infrastructure, the need for utility resiliency, increasing wastewater volumes, higher solid and organic loadings in raw sewage, changing regulations, regional affordability challenges, potential climate change impacts, and enhancing the recovery of resources from the waste stream. Collectively addressing these demands will result in billions of dollars of spending over the coming decades. The planning process will explore alternative investments the County can make in support of wastewater treatment services and regional water quality improvements, seeking to inform decisions on the best investments for regional water quality. The last major update to WTD's comprehensive wastewater system plan was completed approximately 20 years ago. With construction of the Brightwater Treatment Plant and improvements made to other parts of the wastewater system, including treatment plants, pump stations, and conveyance pipes, many of the actions called for in the RWSP have been implemented. With these activities complete, there is a need to set a direction for addressing the wastewater challenges the region is facing and set a new course. The Clean Water Plan planning process will move through a series of steps of a thoughtful and transparent evaluation of the investment options.

## 4. PROJECT BENEFITS/OUTCOMES

The projected capital improvement work need as well as current and future regulatory requirements are expected to result in large capital expenses. The planning process will explore the demands and the associated water quality benefits. Through doing this, the Systemwide Comprehensive Plan seeks to define regional water quality protection priorities to guide WTD in making investments in the regional wastewater system.

## 5. BUDGET REQUEST BASIS

This is a planning project scheduled to be complete in 2022. The requested budget will be used to fund the staff labor and consultant costs necessary to complete the Clean Water Plan. The revised Estimate at Completion reflects the revised scope of the plan as defined by the Clean Water Plan Steering Committee in the latter half of 2019.

## 6. FUNDING AND REVENUE DISCUSSION

N/A (Funding and revenue discussion will take place as Systemwide Comprehensive Plan strategies (policies, programs, and projects) are defined and prioritized (2021))

## 7. OPERATING BUDGET AND OTHER IMPACTS

None. Project is a study only.

## 8. PROJECT STATUS

The project is proceeding as planned and aiming to meet the schedule to propose a Clean Water Plan to the Council in 2022. The project is currently in the process of initiating the SEPA scoping comment period which will begin in May 2020 and will allow the public to provide comments on the scope of the comprehensive plan through mid-June. The planning team is also currently working through refining the actions that will then be integrated into a set of strategies. These strategies will be the alternatives that will be presented during the draft environmental impact statement phase (2021). The regional engagement team is currently developing the approach for engagement opportunities for the remainder of the year, Q3 and Q4 2020.

## 9. ALTERNATIVES ANALYSIS

N/A. Project is a study.

## 10. OTHER AGENCY INVOLVEMENT

Regional engagement activities are taking place to inform and consult with interested and impacted agencies, community based organization, general public about the Clean Water Plan. Agency members are participating on a number of regional engagement forums: Advisory Group (Alderwood Water and Wastewater, SPU, Ecology); MWPAAC Technical Taskforce. Additional agency coordination will take place when the preferred strategy is defined. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the development of the plan.

## 11. ART ELIGIBILITY

Project is for planning study.

**NARRATIVES** WTC COMP SYSTEM PLAN 1134066

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Demographic data and conversations with communities show that underserved communities disproportionally bear the burden of pollution and degraded habitat. The Clean Water Plan will be consistent with King County's Equity and Social Justice Strategic Plan in considering equity in water quality investments. This planning project specifically identifies equity opportunities as a core value that requires equitable community participation and evaluation of plan proposals through an equity lens. The plan will consider the fair and just distribution of benefits and burdens to all affected parties and communities when outlining policies, programs, and projects for the future. The formal evaluative structure of plan benefits and burdens will be developed as part of the planning effort's initial scope. Equity and social justice considerations have been integrated into the planning and implementation of the regional engagement approach. An Equity and Social Justice Action Plan developed for this project using the County's Equity Impact Review tool is guiding equitable engagement efforts on the project. The goals/objectives outlined in the plan were developed to ensure that we are conducting a fair and inclusive planning process.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will implement the priority action in Section Two of the SCAP (Preparing for Climate Change Impacts) that calls for WTD to incorporate results of an assessment of impacts of climate change/rainfall patterns on wastewater treatment and conveyance into future updates of the Regional Wastewater Services Plan and the King County Combined Sewer Overflow Control Plan. SCAP goals and targets are typically considered in the planning efforts of new projects.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC ELLIOT W CSO COMP 1134067

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/31/2023 |
| **Location** | 545 Elliott Ave W, Seattle, WA |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 03/16/20 | $34,531 | $108,632 | $0 | $0 | $143,163 |
| **2 Preliminary Design** 03/16/20 - 03/01/21 | $303,617 | $504,393 | $0 | $0 | $808,010 |
| **3 Final Design** 03/01/21 - 05/01/21 | $160,272 | $468,489 | $0 | $0 | $628,761 |
| **4 Implementation** 06/01/21 - 02/01/22 | $13,500,128 | $2,917,268 | $0 | $0 | $16,417,396 |
| **5 Closeout** 02/01/22 - 06/30/26 | $0 | $2,502 | $0 | $0 | $2,502 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$13,998,548** | **$4,001,284** | **$0** | **$0** | **$17,999,832** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $4,001,284 | $0 | $0 | $4,001,284 |
| **Total Revenue** | **$4,001,284** | **$0** | **$0** | **$4,001,284** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ELLIOT W CSO COMP 1134067

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $3,201 | $126,016 | $108,632 | $0 | $0 | $237,849 |
| 2 Prelim Design | $0 | $106,705 | $504,393 | $0 | $0 | $611,098 |
| 3 Final Design | $0 | $125,199 | $468,489 | $687,441 | $0 | $1,281,129 |
| 4 Implementation | ($10) | $390,883 | $5,040,496 | $8,895,456 | $1,490,145 | $15,816,970 |
| 5 Closeout | $0 | $0 | $2,502 | $36,098 | $14,186 | $52,786 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,191** | **$748,803** | **$6,124,512** | **$9,618,995** | **$1,504,331** | **$17,999,832** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $237,849 | $73,092 | $34,531 | $129,217 |
| 2 Preliminary Design | $0 | $611,098 | $2,125 | $303,617 | $106,705 |
| 3 Final Design | $0 | $1,281,130 | $0 | $160,272 | $125,199 |
| 4 Implementation | $0 | $15,816,967 | ($10) | $13,500,128 | $390,873 |
| 5 Closeout | $0 | $52,788 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$17,999,832** | **$75,207** | **$13,998,548** | **$751,994** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($94,686) | $108,632 | $108,632 | ($94,686) |
| 2 Preliminary Design | $196,912 | $504,393 | $504,393 | $196,912 |
| 3 Final Design | $35,073 | $468,489 | $468,489 | $35,073 |
| 4 Implementation | $13,109,255 | $2,917,268 | $5,040,496 | $10,986,027 |
| 5 Closeout | $0 | $2,502 | $2,502 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$13,246,554** | **$4,001,284** | **$6,124,512** | **$11,123,326** |

**NARRATIVES** WTC ELLIOT W CSO COMP 1134067

## Current Scope

Elliott West Combined Sewer Overflow (CSO) Compliance - The 240-million gallon per day (mgd) Elliott West CSO Wet Weather Treatment Station (EWWTS) has been unable to consistently meet National Pollutant Discharge Elimination System (NPDES) permit requirements since it was placed into operation in 2005. Permit limitations on annual average settleable solids and total suspended solids removal, monthly fecal coliform concentrations, daily maximum chlorine residual concentration, and instantaneous pH have all been exceeded. Although an Alternatives Study has been started under project 1137361 / REQ-705 to study measures for upgrading the EWWTS, this project seeks to implement incremental changes to improve operability of the plant. Examples of changes include, post-event solids resuspension and removal, increasing the dewatering capacity in the wet well, upgrades related to wet well influent flow control, upgrades related to chemical dosing control and other upgrades that improve operability and reliability.

# Capital Appropriation Proposal



**NARRATIVES** WTC ELLIOT W CSO COMP 1134067

## 1. PROJECT SCOPE

Elliott West Combined Sewer Overflow (CSO) Compliance - The 240-million gallon per day (mgd) Elliott West CSO Wet Weather Treatment Station (EWWTS) has been unable to consistently meet National Pollutant Discharge Elimination System (NPDES) permit requirements since it was placed into operation in 2005. Permit limitations on annual average settleable solids and total suspended solids removal, monthly fecal coliform concentrations, daily maximum chlorine residual concentration, and instantaneous pH have all been exceeded. Although an Alternatives Study has been started under project 1137361 / REQ-705 to study measures for upgrading the EWWTS, this project seeks to implement incremental changes to improve operability of the plant. Examples of changes include, post-event solids resuspension and removal, increasing the dewatering capacity in the wet well, upgrades related to wet well influent flow control, upgrades related to chemical dosing control and other upgrades that improve operability and reliability.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Combined Sewer Overflow (CSO) facilities that do not meet permit limits are subject to Ecology notices of violation (NOV), United States Environmental Protection Agency (USEPA) violations, fines and supplemental compliance plans. For example, in 2016, total fines for Elliott West were $63,000.

## 4. PROJECT BENEFITS/OUTCOMES

Mitigation or prevention of penalties and fines, improvement of water quality and improved operability of the treatment station.

## 5. BUDGET REQUEST BASIS

This is a standalone project that will have implementation of improvements in phases. During the upcoming biennium, budget is being requested so that the project can begin construction on the second phase of improvements and design on the third phase of improvements.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

May increase O&M. Will be investigated during Predesign work.

## 8. PROJECT STATUS

The project is in predesign for dewatering pump upgrade.

## 9. ALTERNATIVES ANALYSIS

Has commenced, to be completed in 2020.

## 10. OTHER AGENCY INVOLVEMENT

Washington State Department of Ecology

## 11. ART ELIGIBILITY

Art eligibility is unknown at this time and will be determined during Alternatives Analysis.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. This planning project specifically identifies equity opportunities as a core value that requires equitable participation and evaluation of plan proposals through an equity lens. The formal evaluative structure will be developed as part of the planning effort's initial scope. Additional information is outlined in the 2019-2020 Wastewater Treatment Division Business Plan and ESJ work plan. Will increase overall system resiliency and reliability, promoting the region's natural and built environments, economic development and strong neighborhoods.

**NARRATIVES** WTC ELLIOT W CSO COMP 1134067

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

If construction is required, project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. If construction is required, project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC ALKI PERM GENERATOR 1134068

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/03/2023 |
| **Location** | Alki Treatment Facility |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 05/15/18 - 02/11/19 | $6,788 | $0 | $0 | $0 | $6,788 |
| **2 Preliminary Design** 02/12/19 - 06/16/20 | $70,085 | $4,174 | $0 | $0 | $74,259 |
| **3 Final Design** 06/16/20 - 02/23/22 | $327,498 | $1,589,705 | $0 | $0 | $1,917,203 |
| **4 Implementation** 02/23/22 - 06/23/23 | $1,183,058 | $11,501,618 | $0 | $0 | $12,684,676 |
| **5 Closeout** 06/23/23 - 05/30/24 | $0 | $3,616 | $0 | $0 | $3,616 |
| **6 Acquisition** | $1 | $26,141 | $0 | $0 | $26,142 |
| **Total Budget** | **$1,587,430** | **$13,125,254** | **$0** | **$0** | **$14,712,684** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $13,125,254 | $0 | $0 | $13,125,254 |
| **Total Revenue** | **$13,125,254** | **$0** | **$0** | **$13,125,254** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ALKI PERM GENERATOR 1134068

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $475,489 | $0 | $0 | $0 | $0 | $475,489 |
| 2 Prelim Design | $85,721 | $596,258 | $4,174 | $0 | $0 | $686,153 |
| 3 Final Design | $2,541 | $258,593 | $1,589,705 | $19,912 | $0 | $1,870,751 |
| 4 Implementation | $193 | $158,147 | $5,103,599 | $6,218,266 | $0 | $11,480,205 |
| 5 Closeout | $0 | $14,349 | $3,616 | $231,360 | $0 | $249,325 |
| 6 Acquisition | $4,620 | $20,000 | $26,141 | $0 | $0 | $50,761 |
| **Total Expense** | **$568,564** | **$1,047,347** | **$6,727,235** | **$6,469,538** | **$0** | **$14,812,684** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $475,489 | $34,909 | $6,788 | $475,489 |
| 2 Preliminary Design | $0 | $686,153 | $898,072 | $70,085 | $681,979 |
| 3 Final Design | $0 | $1,870,749 | $11,227 | $327,498 | $261,134 |
| 4 Implementation | $0 | $11,480,205 | $8,036 | $1,183,058 | $158,340 |
| 5 Closeout | $0 | $249,325 | $0 | $0 | $14,349 |
| 6 Acquisition | $0 | $50,761 | $0 | $1 | $24,620 |
| **Total** | **$0** | **$14,812,682** | **$952,244** | **$1,587,430** | **$1,615,911** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($468,701) | $0 | $0 | ($468,701) |
| 2 Preliminary Design | ($611,894) | $4,174 | $4,174 | ($611,894) |
| 3 Final Design | $66,364 | $1,589,705 | $1,589,705 | $66,364 |
| 4 Implementation | $1,024,718 | $11,501,618 | $5,103,599 | $7,422,737 |
| 5 Closeout | ($14,349) | $3,616 | $3,616 | ($14,349) |
| 6 Acquisition | ($24,619) | $26,141 | $26,141 | ($24,619) |
| **Total** | **($28,481)** | **$13,125,254** | **$6,727,235** | **$6,369,538** |

**NARRATIVES** WTC ALKI PERM GENERATOR 1134068

## Current Scope

Alki Permanent Standby Generator - This project will replace existing portable low capacity generator set with a higher capacity generator at the Alki Wet Weather Treatment Plant in order to provide the standby power at the Alki Wet Weather Treatment Facility and 63rd Ave pump station.

## 1. PROJECT SCOPE

Alki Permanent Standby Generator - This project will replace existing portable low capacity generator set with a higher capacity generator at the Alki Wet Weather Treatment Plant in order to provide the standby power at the Alki Wet Weather Treatment Facility and 63rd Ave pump station.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC ALKI PERM GENERATOR 1134068

## 3. PROJECT JUSTIFICATION

The justification for this improvement project is to prevent and minimize power outage caused sanitary and/or combined sewer overflows into Puget Sound by providing permanent, dedicated, reliable, and instantaneous backup power to both Alki Wet Weather Treatment Facility and 63rd Pump Station. The existing mobile generator unit stationed at Alki Alki Wet Weather Treatment Facility requires time consuming transportation by truck from Alki Wet Weather Treatment Facility storage location to 63rd PS, and is undersized for the full loads present at both facilities. This project would greatly improve the reliability, timeliness, and capacity to maintain these WTD facilities in the event of a power outage in the Alki area of West Seattle, thus preventing and/or minimizing any overflows from these facilities.

## 4. PROJECT BENEFITS/OUTCOMES

This project will greatly improve the reliability, timeliness, and capacity to maintain these WTD facilities in continuous operation in the event of a power outage in the Alki area of West Seattle, thus preventing and/or minimizing any overflows from these facilities.

## 5. BUDGET REQUEST BASIS

This project is anticipated to start construction during the biennium. The requested budget is needed to award the construction contract. Since the last budget request, the project has progressed from planning through preliminary design. At the project charter, it was determinec that the estimate at completion submitted in the 2019 Adopted Budget was insufficient to complete the project objective. As the project progressed through preliminary design, the construction cost estimate was further refined to reflect the selected alternative. Staff labor and project contingency were both increased relative to the revised construction estimate.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

There will be a slight increase in operational budget for fueling the standby generators when it is operated plus maintenance cost.

## 8. PROJECT STATUS

This project is in predesign and will go to Gate 3 for Baseline approval in June 16, 2020.

## 9. ALTERNATIVES ANALYSIS

Alternative Analysis was completed in November 2019.

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle for applicable permits

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

We are implementing an ESJ Assessment protocol for all projects and developed an associated assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Anticipated project area does not project as a high equity opportunity area. Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

# Capital Appropriation Proposal



**NARRATIVES** WTC ALKI PERM GENERATOR 1134068

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WP RSP REPLACEMENT 1134069

MPA Reporting, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/08/2029 |
| **Location** | West Point Treatment Plant. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/11/18 - 03/12/19 | $46,990 | $0 | $0 | $0 | $46,990 |
| **2 Preliminary Design** 03/13/19 - 12/15/21 | $212,338 | $986,254 | $39,675 | $5,464 | $1,243,731 |
| **3 Final Design** 12/15/21 - 07/11/23 | $2,605 | $6,318,957 | $3,089,531 | $983,680 | $10,394,773 |
| **4 Implementation** 07/11/23 - 12/06/29 | $16,720,047 | $40,451,508 | $74,503,262 | $32,843,438 | $164,518,255 |
| **5 Closeout** 12/06/29 - 06/04/30 | $1,303 | $26,823 | $13,351 | $0 | $41,477 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$16,983,283** | **$47,783,542** | **$77,645,819** | **$33,832,582** | **$176,245,226** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $47,783,543 | $77,645,819 | $33,832,582 | $159,261,944 |
| **Total Revenue** | **$47,783,543** | **$77,645,819** | **$33,832,582** | **$159,261,944** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC WP RSP REPLACEMENT 1134069

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $285,267 | $0 | $0 | $0 | $0 | $285,267 |
| 2 Prelim Design | $1,259,504 | $3,178,195 | $986,254 | $39,675 | $5,464 | $5,469,092 |
| 3 Final Design | $0 | $291,164 | $6,318,957 | $3,089,531 | $1,798,932 | $11,498,584 |
| 4 Implementation | $0 | $19,636 | $469,184 | $19,569,943 | $46,910,343 | $66,969,106 |
| 5 Closeout | $0 | $0 | $26,823 | $13,351 | $0 | $40,174 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,544,771** | **$3,488,995** | **$7,801,218** | **$22,712,500** | **$48,714,739** | **$84,262,223** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $285,267 | $285,267 | $46,990 | $285,267 |
| 2 Preliminary Design | $0 | $5,469,093 | $2,740,663 | $212,338 | $4,437,699 |
| 3 Final Design | $0 | $11,536,533 | $0 | $2,605 | $291,164 |
| 4 Implementation | $0 | $158,388,881 | $0 | $16,720,047 | $19,636 |
| 5 Closeout | $0 | $565,453 | $0 | $1,303 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$176,245,227** | **$3,025,930** | **$16,983,283** | **$5,033,766** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($238,277) | $0 | $0 | ($238,277) |
| 2 Preliminary Design | ($4,225,361) | $986,254 | $986,254 | ($4,225,361) |
| 3 Final Design | ($288,559) | $6,318,957 | $6,318,957 | ($288,559) |
| 4 Implementation | $16,700,411 | $40,451,508 | $469,184 | $56,682,735 |
| 5 Closeout | $1,303 | $26,823 | $26,823 | $1,303 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$11,949,517** | **$47,783,542** | **$7,801,218** | **$51,931,841** |

**NARRATIVES** WTC WP RSP REPLACEMENT 1134069

## Current Scope

West Point Raw Sewage Pump Replacement - The primary scope of this West Point Treatment Plant (WPTP) project is: 1) to evaluate the viability of replacing the existing reciprocating engine drives for the Raw Sewage Pumps with electric motors and variable speed drives; and 2) to evaluate increasing the pump capacity to achieve a level of redundancy that would allow for one pump to be out of service and still meet pumping capacity of 440 mgd. 3) to retrofit the raw sewage pump building in compliance with the most up-to-date seismic code The raw sewage pumps have been in service since the original construction of West Point in the 1960's. The existing pump configuration requires all four units to operate at maximum output to meet the 440 mgd capacity. As part of the Alternative Analysis, the team will evaluate the feasibility, (including cost, risk, constructability, reliability) of replacing the existing raw sewage pump engines with variable speed electric driven units and increasing the output of the pumps, or replacing the pumps with larger capacity units or increasing the number of pumps.

# Capital Appropriation Proposal



**NARRATIVES** WTC WP RSP REPLACEMENT 1134069

## 1. PROJECT SCOPE

West Point Raw Sewage Pump Replacement - The primary scope of this West Point Treatment Plant (WPTP) project is: 1) to evaluate the viability of replacing the existing reciprocating engine drives for the Raw Sewage Pumps with electric motors and variable speed drives; and 2) to evaluate increasing the pump capacity to achieve a level of redundancy that would allow for one pump to be out of service and still meet pumping capacity of 440 mgd. 3) to retrofit the raw sewage pump building in compliance with the most up-to-date seismic code The raw sewage pumps have been in service since the original construction of West Point in the 1960's. The existing pump configuration requires all four units to operate at maximum output to meet the 440 mgd capacity. As part of the Alternative Analysis, the team will evaluate the feasibility, (including cost, risk, constructability, reliability) of replacing the existing raw sewage pump engines with variable speed electric driven units and increasing the output of the pumps, or replacing the pumps with larger capacity units or increasing the number of pumps.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The raw sewage pumps are approximately 50 years old and the pump engines have been in service for over 25 years. The recent flooding event emphasizes the lack of redundancy in the raw sewage pumps. All four pumps are required to operate at full output to meet 440mgd capacity. Under this scenario, there is no redundancy for influent pumping. This is the only pump station on-site with this limitation. The Intermediate and Effluent Pump Station each have an additional pump. In addition, the maintenance cost of the current pump station getting higher over the years.

## 4. PROJECT BENEFITS/OUTCOMES

The major benefits of the project: 1. The influent pumping system will have the firm capacity of 440 MGD with one pump shutdown at any point of time and will comply with the Ecology's requirement. 2. Energy efficiency will be achieved through controlling the pump motors using automated VFD control system. 3. The pump building will be retrofitted to meet the seismic code compliance. 4. Replacement of the pumps will extend the pump station life for another 50 years.

## 5. BUDGET REQUEST BASIS

This project will be in preliminary and final design during the upcoming biennium. Since the last budget request, the project completed planning and has started the alternatives analysis process. It has not had any cost estimate refinements since the last budget request.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Replacing the biogas engines with electric motors will increase power costs, but is anticipated to reduce maintenance costs. The life cycle costs will be investigated during preliminary design.

## 8. PROJECT STATUS

The Alternatives Analysis phase is in progress and planned to be completed by February 2021. The preferred alternative will determine the optimum number of pumps in terms of capacity, redundancy in operation, constructability, and construction sequence, etc.

## 9. ALTERNATIVES ANALYSIS

Alternatives Analysis is in progress. To be completed by February 2021.

## 10. OTHER AGENCY INVOLVEMENT

Washington State Department of Ecology will need to approve the design priort to construction. The City of Seattle will be involved for issuing related permits for the project.

## 11. ART ELIGIBILITY

Project is for equipment replacement within West Point Treatment Plant and not visible to the public.

**NARRATIVES** WTC WP RSP REPLACEMENT 1134069

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Inside of existing plant boundaries. No odor or transportation impact. Will increase overall system resiliency and reliability, promoting the region's natural and built environments, economic development and strong neighborhoods. Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Score cards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

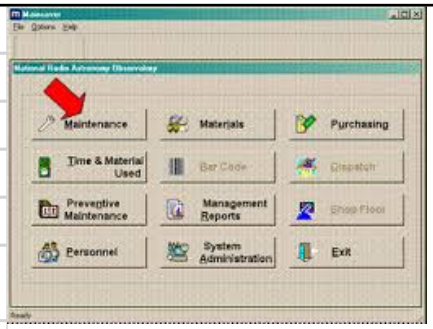
# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC CMMS UPGRADE 1134070

IT Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/08/2023 |
| **Location** | King Street Center, Brightwater Treatment Plant, South Treatment Plant, West Point Treatment Plant. |
| **Cap Status** | Approved |




### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/08/19 - 05/07/19 | $22,274 | $0 | $0 | $0 | $22,274 |
| **2 Preliminary Design** | $925,149 | $85,300 | $0 | $0 | $1,010,449 |
| **3 Final Design** 05/07/19 - 07/15/20 | $3,341,758 | $2,596,223 | $0 | $0 | $5,937,981 |
| **4 Implementation** | $70,891 | $4,663,096 | $0 | $0 | $4,733,987 |
| **5 Closeout** 08/01/23 - 02/29/24 | $7,877 | $0 | $0 | $0 | $7,877 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,367,949** | **$7,344,619** | **$0** | **$0** | **$11,712,568** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $7,344,618 | $0 | $0 | $7,344,618 |
| **Total Revenue** | **$7,344,618** | **$0** | **$0** | **$7,344,618** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC CMMS UPGRADE 1134070

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $71,880 | $0 | $0 | $0 | $0 | $71,880 |
| 2 Prelim Design | $38,578 | $1,214,633 | $85,300 | $0 | $0 | $1,338,511 |
| 3 Final Design | $7,530 | $111,693 | $2,596,223 | $396,173 | $0 | $3,111,619 |
| 4 Implementation | $0 | $6,279 | $3,217,809 | $3,733,061 | $0 | $6,957,149 |
| 5 Closeout | $0 | $0 | $0 | $233,407 | $0 | $233,407 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$117,988** | **$1,332,605** | **$5,899,332** | **$4,362,641** | **$0** | **$11,712,566** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $71,880 | $71,880 | $22,274 | $71,880 |
| 2 Preliminary Design | $0 | $1,338,511 | $79,771 | $925,149 | $1,253,211 |
| 3 Final Design | $0 | $3,111,618 | $24,722 | $3,341,758 | $119,223 |
| 4 Implementation | $0 | $6,957,149 | $0 | $70,891 | $6,279 |
| 5 Closeout | $0 | $233,408 | $0 | $7,877 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,712,566** | **$176,373** | **$4,367,949** | **$1,450,593** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($49,606) | $0 | $0 | ($49,606) |
| 2 Preliminary Design | ($328,062) | $85,300 | $85,300 | ($328,062) |
| 3 Final Design | $3,222,535 | $2,596,223 | $2,596,223 | $3,222,535 |
| 4 Implementation | $64,612 | $4,663,096 | $3,217,809 | $1,509,899 |
| 5 Closeout | $7,877 | $0 | $0 | $7,877 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,917,356** | **$7,344,619** | **$5,899,332** | **$4,362,643** |

**NARRATIVES** WTC CMMS UPGRADE 1134070

## Current Scope

Computer Maintenance Management System Upgrade - This project will evaluate software alternatives and implement the replacement of the existing Computer Maintenance Management System (CMMS) software (Mainsaver) with a new software system. This will also include applicable third-party modules to facilitate work scheduling, mobility, and/or Key Performance Index metrics and display. The new software system will include functionality that will enable the Wastewater Treatment Division (WTD) to meet its maintenance management requirements and will successfully integrate with other WTD and King County business software and applications as required.

## 1. PROJECT SCOPE

Computer Maintenance Management System Upgrade - This project will evaluate software alternatives and implement the replacement of the existing Computer Maintenance Management System (CMMS) software (Mainsaver) with a new software system. This will also include applicable third-party modules to facilitate work scheduling, mobility, and/or Key Performance Index metrics and display. The new software system will include functionality that will enable the Wastewater Treatment Division (WTD) to meet its maintenance management requirements and will successfully integrate with other WTD and King County business software and applications as required.

# Capital Appropriation Proposal



**NARRATIVES** WTC CMMS UPGRADE 1134070

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Computer Maintenance Management System is utilized by over 300 users in coordinating maintenance activities, ordering parts, and payroll input. The existing software was procured and implemented in 1996, and has surpassed 20 years of age, yielding technical limitations including the inability to interface with King County's financial and payroll systems. While the Wastewater Treatment Division has worked closely with the current vendor in modifying their products to meet our business needs, it has resulted in additional maintenance costs and inefficiencies.

## 4. PROJECT BENEFITS/OUTCOMES

A new software system will improve technical development in many key operational areas. In addition, it will reduce operational costs and improve efficiencies by providing an improved asset management software system.

## 5. BUDGET REQUEST BASIS

This project will be in final design and implementation during the biennium, and budget is being requested to award a software vendor contract. Since the last budget request, this project completed capital project formulation to better define the scope and estimate. As a result of formulation, the cost estimate was refined to include scope necessary to meet the project objective. Staff labor, consultant costs, and project contingency were increased relative to the revised construction estimate.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

This will be investigated during Predesign work.

## 8. PROJECT STATUS

Negotiating a contract with a consultant to do the Business Process Improvement Analysis to evaluate the software alternatives.

## 9. ALTERNATIVES ANALYSIS

To be completed during the typical course of project planning.

## 10. OTHER AGENCY INVOLVEMENT

King County Information Technology will be involved with the project because it is a new software system. The software systems evaluation will be reviewed by King County's Project Review Board. Coordination with King County's Business Resource Center will also be necessary to ensure that the new software interfaces with King County's financial and payroll systems. Any additional agency involvement will be determined during the typical course of project planning.

## 11. ART ELIGIBILITY

Project is an Information Technology project and will procure a software system.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. This is an Information Technology project

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A. This is an Information Technology project.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC CMMS UPGRADE 1134070

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC OVATION CONT SYS UPGD 1134071

Baseline Required

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2021 |
| **Location** | Systemwide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 02/20/19 | $57,650 | $0 | $0 | $0 | $57,650 |
| **2 Preliminary Design** | $632,899 | $0 | $0 | $0 | $632,899 |
| **3 Final Design** 05/01/19 - 10/01/20 | $2,048,748 | $223,002 | $0 | $0 | $2,271,750 |
| **4 Implementation** 01/25/19 - 05/31/22 | $11,620,653 | $2,160,982 | $0 | $0 | $13,781,635 |
| **5 Closeout** 05/31/22 - 07/29/22 | $18,682 | $60,145 | $0 | $0 | $78,827 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$14,378,632** | **$2,444,129** | **$0** | **$0** | **$16,822,761** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $2,444,129 | $0 | $0 | $2,444,129 |
| **Total Revenue** | **$2,444,129** | **$0** | **$0** | **$2,444,129** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC OVATION CONT SYS UPGD 1134071

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $82,561 | $0 | $0 | $0 | $0 | $82,561 |
| 2 Prelim Design | $1,927 | $0 | $0 | $0 | $0 | $1,927 |
| 3 Final Design | $0 | $794,151 | $258,026 | $0 | $0 | $1,052,177 |
| 4 Implementation | $7,062,113 | $4,346,772 | $4,114,094 | $62,426 | $0 | $15,585,405 |
| 5 Closeout | $0 | $29,399 | $71,292 | $0 | $0 | $100,691 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$7,146,601** | **$5,170,322** | **$4,443,412** | **$62,426** | **$0** | **$16,822,761** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $82,561 | $91,380 | $57,650 | $82,561 |
| 2 Preliminary Design | $0 | $1,927 | $1,927 | $632,899 | $1,927 |
| 3 Final Design | $779,550 | $1,052,177 | $0 | $2,048,748 | $794,151 |
| 4 Implementation | $14,631,535 | $15,585,405 | $10,345,043 | $11,620,653 | $11,408,885 |
| 5 Closeout | $136,883 | $100,691 | $0 | $18,682 | $29,399 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$15,547,968** | **$16,822,761** | **$10,438,350** | **$14,378,632** | **$12,316,923** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($24,911) | $0 | $0 | ($24,911) |
| 2 Preliminary Design | $630,972 | $0 | $0 | $630,972 |
| 3 Final Design | $1,254,597 | $223,002 | $258,026 | $1,219,573 |
| 4 Implementation | $211,768 | $2,160,982 | $4,114,094 | ($1,741,344) |
| 5 Closeout | ($10,717) | $60,145 | $71,292 | ($21,864) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,061,709** | **$2,444,129** | **$4,443,412** | **$62,426** |

**NARRATIVES** WTC OVATION CONT SYS UPGD 1134071

## Current Scope

WTD Ovation Control Systems Upgrades - This project will replace aging hardware components and obsolete software in the Ovation control systems at South, Brightwater and West Point Treatment Plants with current Ovation technology. This project will also install new software and hardware to increase the control systems' features and functionality. The existing control systems at South, Brightwater, and West Point Treatment Plants are built on proprietary software and hardware developed by Emerson Process Management Power and Water Solutions, Inc. (Emerson). A sole source waiver has been approved for the Ovation Evergreen Upgrade and enhancements.

## 1. PROJECT SCOPE

WTD Ovation Control Systems Upgrades - This project will replace aging hardware components and obsolete software in the Ovation control systems at South, Brightwater and West Point Treatment Plants with current Ovation technology. This project will also install new software and hardware to increase the control systems' features and functionality. The existing control systems at South, Brightwater, and West Point Treatment Plants are built on proprietary software and hardware developed by Emerson Process Management Power and Water Solutions, Inc. (Emerson). A sole source waiver has been approved for the Ovation Evergreen Upgrade and enhancements.

# Capital Appropriation Proposal



**NARRATIVES** WTC OVATION CONT SYS UPGD 1134071

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The hardware components and operating system software comprising the WTD controls systems at West Point, Brightwater, and South Treatment Plants are nearly 10 years in age and are nearing the end of their lives and face obsolescence. The control systems, including the hardware and operating system software comprising them, are essential to the reliability of treatment plant operations. Obsolescence has been identified as the primary risk factor facing the plants' control systems. This equipment is mission-critical to the operation of the plants.

## 4. PROJECT BENEFITS/OUTCOMES

Provide a standardized and optimized means by which to control the various systems within the three major treatment plants.

## 5. BUDGET REQUEST BASIS

This project will continue to be in implementation during the biennium. The additional budget being requested is based on a scope adjustment to purchase a high performance graphics and alarm package for the controls system. This is needed to bring WTD into full conformance with current industrial plant graphical display and alarm standards.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

The project is not anticipated to have impacts to the operating budget.

## 8. PROJECT STATUS

The Brightwater and South Treatment Plants Ovation Evergreen Upgrades were both completed in 2019. The West Point Treatment Plant Ovation Evergreen Upgrade will start in July 2020 and be completed by the end of August 2020.

## 9. ALTERNATIVES ANALYSIS

This project does not involve alternatives analysis.

## 10. OTHER AGENCY INVOLVEMENT

None.

## 11. ART ELIGIBILITY

This project is an upgrade to a computer hardware and software system only.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. IT project

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** WTC OVATION CONT SYS UPGD 1134071

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

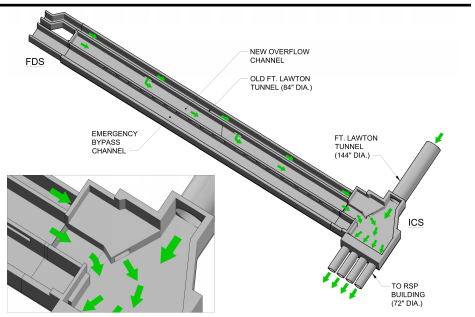
# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC PASS WEIR FOR EMG BYPASS 1134072

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/03/2022 |
| **Location** | West Point Treatment Plant. |
| **Cap Status** | Approved |




### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 05/21/19 - 05/19/20 | $25,873 | $0 | $0 | $0 | $25,873 |
| **2 Preliminary Design** 05/19/20 - 05/07/21 | $77,192 | $0 | $0 | $0 | $77,192 |
| **3 Final Design** 05/07/21 - 01/10/22 | $0 | $532,134 | $0 | $0 | $532,134 |
| **4 Implementation** 01/10/22 - 01/05/23 | $1,498,773 | $4,756,877 | $0 | $0 | $6,255,650 |
| **5 Closeout** 01/05/23 - 06/08/23 | $0 | $36,739 | $0 | $0 | $36,739 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,601,838** | **$5,325,750** | **$0** | **$0** | **$6,927,588** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $5,325,750 | $0 | $0 | $5,325,750 |
| **Total Revenue** | **$5,325,750** | **$0** | **$0** | **$5,325,750** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC PASS WEIR FOR EMG BYPASS 1134072

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $75,311 | $84,171 | $0 | $0 | $0 | $159,482 |
| 2 Prelim Design | $21,639 | $233,172 | $0 | $0 | $0 | $254,811 |
| 3 Final Design | $0 | $225,694 | $532,134 | $0 | $0 | $757,828 |
| 4 Implementation | $0 | $41,967 | $5,659,521 | $0 | $0 | $5,701,488 |
| 5 Closeout | $0 | $17,240 | $36,739 | $0 | $0 | $53,979 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$96,950** | **$602,244** | **$6,228,394** | **$0** | **$0** | **$6,927,588** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $159,482 | $92,364 | $25,873 | $159,482 |
| 2 Preliminary Design | $0 | $254,811 | $115,084 | $77,192 | $254,811 |
| 3 Final Design | $0 | $757,828 | $0 | $0 | $225,694 |
| 4 Implementation | $0 | $5,701,488 | $0 | $1,498,773 | $41,967 |
| 5 Closeout | $0 | $53,979 | $0 | $0 | $17,240 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,927,588** | **$207,448** | **$1,601,838** | **$699,194** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($133,609) | $0 | $0 | ($133,609) |
| 2 Preliminary Design | ($177,619) | $0 | $0 | ($177,619) |
| 3 Final Design | ($225,694) | $532,134 | $532,134 | ($225,694) |
| 4 Implementation | $1,456,806 | $4,756,877 | $5,659,521 | $554,162 |
| 5 Closeout | ($17,240) | $36,739 | $36,739 | ($17,240) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$902,644** | **$5,325,750** | **$6,228,394** | **$0** |

**NARRATIVES** WTC PASS WEIR FOR EMG BYPASS 1134072

## Current Scope

West Point Passive Weir for Emergency Bypass - The primary objective of this project is to design and construct a passive bypass weir on the Emergency Bypass Channel to protect the West Point Treatment Plant (WPTP) from flooding in the event of a failure of the Emergency Bypass gate (EB) and all other gates in the Influent Control Structure (ICS). Another objective is to route the drainage pipeline of the Multi-Use Facility area into the Influent Control Structure for treatment. As part of its independent review of the 2017 West Point event, AECOM recommended construction of a passive weir. This work will include review of the current design of the wastewater influent tunnels, ICS, and Emergency Bypass Channels, develop alternative design plans, preliminary design (Baseline), final design, implementation, and project close out. This project will produce alternative design reports, design plans at various design levels (30%, 60%, 90%, and 100%), bidding documents, a passive bypass weir to handle up to 440 millions gallons per day of influent.

# Capital Appropriation Proposal



**NARRATIVES** WTC PASS WEIR FOR EMG BYPASS 1134072

## 1. PROJECT SCOPE

West Point Passive Weir for Emergency Bypass - The primary objective of this project is to design and construct a passive bypass weir on the Emergency Bypass Channel to protect the West Point Treatment Plant (WPTP) from flooding in the event of a failure of the Emergency Bypass gate (EB) and all other gates in the Influent Control Structure (ICS). Another objective is to route the drainage pipeline of the Multi-Use Facility area into the Influent Control Structure for treatment. As part of its independent review of the 2017 West Point event, AECOM recommended construction of a passive weir. This work will include review of the current design of the wastewater influent tunnels, ICS, and Emergency Bypass Channels, develop alternative design plans, preliminary design (Baseline), final design, implementation, and project close out. This project will produce alternative design reports, design plans at various design levels (30%, 60%, 90%, and 100%), bidding documents, a passive bypass weir to handle up to 440 millions gallons per day of influent.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project, upon implementation, would protect the WPTP from potential flooding in instances where the Emergency Bypass gate fails to operate and also protect Ballard Regulator station and 3rd Ave West Weir. The West Point independent assessment report recommended this evaluation. A subsequent feasibility study also recommended modification of the existing ICS and convert the existing surge channel into passive bypass weir.

## 4. PROJECT BENEFITS/OUTCOMES

1) Implementation of the Passive Bypass Weir would allow the overflow of up to 440 MGD and protect the WPTP from potential flooding 2) Passive Bypass Weir would prevent any additional Combined Sewer Overflow events at Ballard Regulator station and 3rd Ave Weir 3) Provide pretreatment of the stormwater runoff from the multi-use facility before discharging into the Puget Sound

## 5. BUDGET REQUEST BASIS

This project will be in preliminary design, final design, and construction during the upcoming biennium, and the appropriation is necessary to award a construction contract. Since the last budget request, this project chartered and progressed planning to preliminary design. At the completion of the planning phase, the cost estimate was refined and it was determined that the previous estimate would not be sufficient to complete the necessary scope of work. Staff labor and project contingency were increased relative to the revised construction estimate.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2

## 8. PROJECT STATUS

Gate 1 of the project has been approved on May 19, 2020 to proceed with the Alternatives Analysis.

## 9. ALTERNATIVES ANALYSIS

The project will follow WTD's Alternatives analysis and life-cycle-cost analysis.

## 10. OTHER AGENCY INVOLVEMENT

The Washington State Department of Ecology will need to approve the design prior to construction.

## 11. ART ELIGIBILITY

Project is for structural modifications of the existing ICS and the surge channel

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

**NARRATIVES** WTC PASS WEIR FOR EMG BYPASS 1134072

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC VFD REPLACEMENT 1134073

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/25/2024 |
| **Location** | This is a program to replace variable frequency drives throughout the wastewater system. West Point has been chosen as the epicenter. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 08/27/18 - 11/13/18 | $36,608 | $0 | $0 | $0 | $36,608 |
| **2 Preliminary Design** 11/13/18 - 02/04/20 | $419,094 | $0 | $0 | $0 | $419,094 |
| **3 Final Design** 02/04/20 - 06/01/24 | $48,242 | $0 | $0 | $0 | $48,242 |
| **4 Implementation** 06/01/24 - 06/23/25 | $4,189,886 | $3,472,491 | $3,118,956 | $3,408,016 | $14,189,349 |
| **5 Closeout** 06/23/25 - 11/28/25 | $0 | $0 | $133,882 | $30,569 | $164,451 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,693,830** | **$3,472,491** | **$3,252,838** | **$3,438,585** | **$14,857,744** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $3,472,491 | $3,252,838 | $3,438,585 | $10,163,914 |
| **Total Revenue** | **$3,472,491** | **$3,252,838** | **$3,438,585** | **$10,163,914** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC VFD REPLACEMENT 1134073

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $16,287 | $0 | $0 | $0 | $0 | $16,287 |
| 2 Prelim Design | $64 | $0 | $0 | $0 | $0 | $64 |
| 3 Final Design | $77,923 | $0 | $0 | $0 | $0 | $77,923 |
| 4 Implementation | $1,694,850 | $2,246,550 | $4,130,647 | $3,118,956 | $3,408,016 | $14,599,019 |
| 5 Closeout | $0 | $0 | $0 | $133,882 | $30,569 | $164,451 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,789,124** | **$2,246,550** | **$4,130,647** | **$3,252,838** | **$3,438,585** | **$14,857,744** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $16,287 | $16,287 | $16,783 | $36,608 | $16,287 |
| 2 Preliminary Design | $64 | $64 | $64 | $419,094 | $64 |
| 3 Final Design | $1,228,547 | $77,922 | $108,818 | $48,242 | $77,923 |
| 4 Implementation | $10,694,714 | $14,599,020 | $2,249,178 | $4,189,886 | $3,941,400 |
| 5 Closeout | $164,451 | $164,450 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$12,104,063** | **$14,857,743** | **$2,374,843** | **$4,693,830** | **$4,035,674** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $20,321 | $0 | $0 | $20,321 |
| 2 Preliminary Design | $419,030 | $0 | $0 | $419,030 |
| 3 Final Design | ($29,681) | $0 | $0 | ($29,681) |
| 4 Implementation | $248,486 | $3,472,491 | $4,130,647 | ($409,670) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$658,156** | **$3,472,491** | **$4,130,647** | **$0** |

**NARRATIVES** WTC VFD REPLACEMENT 1134073

## Current Scope

Variable Frequency Drives Replacement - The primary objective of this project is to establish a program to proactively replace low voltage (less than 480 volt) variable frequency drives (VFDs) through the King County Wastewater Treatment Division's (WTD) system that have reached the end of their life and prior to their failure.

## 1. PROJECT SCOPE

Variable Frequency Drives Replacement - The primary objective of this project is to establish a program to proactively replace low voltage (less than 480 volt) variable frequency drives (VFDs) through the King County Wastewater Treatment Division's (WTD) system that have reached the end of their life and prior to their failure.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC VFD REPLACEMENT 1134073

## 3. PROJECT JUSTIFICATION

The projected life span of a VFD is 18 years per Asset Management records. More than half of WTD's VFDS are obsolete and their make and model is no longer manufactured. Replacement parts for obsolete VFDs are difficult, if not impossible, to procure. The data analyzed show that there is a substantial backlog of VFD assets that are past their useful life and are failing.

## 4. PROJECT BENEFITS/OUTCOMES

A VFD replacement program proactively manages WTD assets and reduces the number of emergency/urgent replacements due to VFD failure by replacing them at the end of their life. This project will enhance system reliability and continuity of operations, and protect public health and safety.

## 5. BUDGET REQUEST BASIS

This is an ongoing project without typical phases. Multiple phases of planning, design and implementation occur concurrently. The requested budget will be used to plan, design, purchase, and install Variable Frequency Drives (VFDs) that have reached end of life.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

None, should save on energy costs.

## 8. PROJECT STATUS

VFD replacement/refurbishments occurring this dry season include York, Belvoir, Murray, Duwamish and Rainier Pump Stations.

## 9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Project is for equipment replacement.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Instrument upgrades inside of existing facilities. Will increase overall system resiliency and reliability, promoting the region's natural and built environments, economic development and strong neighborhoods

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC VFD REPLACEMENT 1134073

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC BW RW STORAGE 1134074

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/30/2025 |
| **Location** | Brightwater Treatment Plant. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 09/13/18 - 06/18/19 | $25,888 | $0 | $0 | $0 | $25,888 |
| **2 Preliminary Design** 06/19/19 - 02/07/22 | $344,064 | $269,433 | $0 | $0 | $613,497 |
| **3 Final Design** 02/07/22 - 03/11/24 | $1,297,467 | $981,051 | $763,252 | $0 | $3,041,770 |
| **4 Implementation** 03/11/24 - 07/30/25 | $2,974,878 | $3,383,904 | $3,668,402 | $0 | $10,027,184 |
| **5 Closeout** 07/30/25 - 06/30/26 | $0 | $1,929 | $5,132 | $0 | $7,061 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,642,297** | **$4,636,317** | **$4,436,786** | **$0** | **$13,715,400** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $4,636,317 | $4,436,784 | $0 | $9,073,101 |
| **Total Revenue** | **$4,636,317** | **$4,436,784** | **$0** | **$9,073,101** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC BW RW STORAGE 1134074

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $178,655 | $0 | $0 | $0 | $0 | $178,655 |
| 2 Prelim Design | $0 | $429,513 | $269,433 | $0 | $0 | $698,946 |
| 3 Final Design | $0 | $3,096 | $981,051 | $763,252 | $4,258 | $1,751,657 |
| 4 Implementation | $0 | $6,169 | $137,874 | $4,977,155 | $5,661,101 | $10,782,299 |
| 5 Closeout | $0 | $610 | $1,929 | $0 | $301,304 | $303,843 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$178,655** | **$439,388** | **$1,390,287** | **$5,740,407** | **$5,966,663** | **$13,715,400** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $178,656 | $191,812 | $25,888 | $178,655 |
| 2 Preliminary Design | $0 | $698,945 | $99,930 | $344,064 | $429,513 |
| 3 Final Design | $0 | $1,751,657 | $0 | $1,297,467 | $3,096 |
| 4 Implementation | $0 | $10,782,299 | $0 | $2,974,878 | $6,169 |
| 5 Closeout | $0 | $303,843 | $0 | $0 | $610 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$13,715,400** | **$291,742** | **$4,642,297** | **$618,043** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($152,767) | $0 | $0 | ($152,767) |
| 2 Preliminary Design | ($85,449) | $269,433 | $269,433 | ($85,449) |
| 3 Final Design | $1,294,371 | $981,051 | $981,051 | $1,294,371 |
| 4 Implementation | $2,968,709 | $3,383,904 | $137,874 | $6,214,739 |
| 5 Closeout | ($610) | $1,929 | $1,929 | ($610) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$4,024,254** | **$4,636,317** | **$1,390,287** | **$7,270,284** |

**NARRATIVES** WTC BW RW STORAGE 1134074

## Current Scope

Brightwater Reclaimed Water Storage - Staff from the Reclaimed Water (RW) program and Brightwater have identified a need for RW storage to improve system reliability and increase operator and maintenance flexibility. The purpose of this project is to install storage, and associated pumping and/or disinfection (if needed) for the Brightwater reclaimed water distribution system. During project formulation it was assumed that the storage tank would be sited at Brightwater and a UV disinfection system would be added since the tank would be upstream of the current RW disinfection treatment system. Repurposing a portion of the existing below grade storage tank at North Creek Pump Station may also a potential alternative, along with other disinfection methods/modifications. The project team will evaluate the feasibility of siting a new tank at Brightwater and repurposing a portion of the existing North Creek Pump Station storage tank and the associated pumping and disinfection systems during alternatives analysis.

# Capital Appropriation Proposal



**NARRATIVES** WTC BW RW STORAGE 1134074

## 1. PROJECT SCOPE

Brightwater Reclaimed Water Storage - Staff from the Reclaimed Water (RW) program and Brightwater have identified a need for RW storage to improve system reliability and increase operator and maintenance flexibility. The purpose of this project is to install storage, and associated pumping and/or disinfection (if needed) for the Brightwater reclaimed water distribution system. During project formulation it was assumed that the storage tank would be sited at Brightwater and a UV disinfection system would be added since the tank would be upstream of the current RW disinfection treatment system. Repurposing a portion of the existing below grade storage tank at North Creek Pump Station may also a potential alternative, along with other disinfection methods/modifications. The project team will evaluate the feasibility of siting a new tank at Brightwater and repurposing a portion of the existing North Creek Pump Station storage tank and the associated pumping and disinfection systems during alternatives analysis.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Reclaimed Water (RW) storage is required to deliver a reliable supply to current and future customers. Currently, the RW system experiences outages on a regular basis when RW must be diverted for retreatment because it is not meeting Brightwater's permit requirements or customer water quality limits. Outages cause frequent disruptions in service, impact customer operations, and result in customer complaints. The system was designed without any storage and only one customer (Willows Run) has its own onsite storage pond.

## 4. PROJECT BENEFITS/OUTCOMES

The benefits of this project include increasing system and product stability and reliability.

## 5. BUDGET REQUEST BASIS

This project will be in preliminary and final design during the biennium. Since the last budget request, the project completed planning and has started preliminary design. It has not had any cost estimate refinements since the last budget request.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

May increase O&M. Will be investigated during Alternatives Analysis.

## 8. PROJECT STATUS

Team has selected Design Consultant. Alternatives Analysis will begin after negotiations are complete and notice to proceed is issued

## 9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

## 10. OTHER AGENCY INVOLVEMENT

Washington State Department of Ecology will be involved since a Reclaimed Water Facility Plan update will be required. The City of Bothell and Snohomish County Planning and Development Services may also be involved depending on the selected alternative.

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project. Inside of existing plant boundaries. Any opportunities to advance equity will exist in the project's procurement and sourcing processes. No odor or transportation impact. Will revisit if site outside the Brightwater facility is selected.

**NARRATIVES** WTC BW RW STORAGE 1134074

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will help implement the priority action in Section Two of the SCAP (Preparing for Climate Change Impacts) that calls for WTD to expand the use of reclaimed water. WTD efforts to expand the use of reclaimed water in the Sammamish River valley have been hampered by distribution reliability issues at Brightwater. After the project is implemented, progress will be measured by WTD's ability to have reclaimed water from Brightwater reliably available for distribution to existing customers. Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

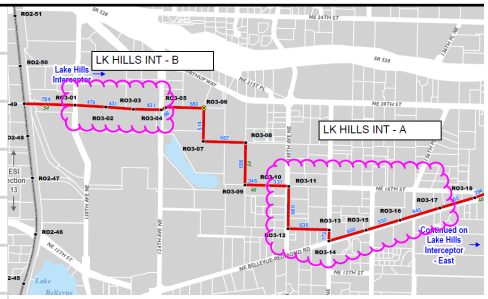
# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC LK HILLS INT A REFURB 1134075

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/20/2023 |
| **Location** | Bellevue, WA NE Bellevue-Redmond Road |
| **Cap Status** | Approved |




### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 07/17/18 - 04/01/19 | $53,598 | $0 | $0 | $0 | $53,598 |
| **2 Preliminary Design** 04/01/19 - 03/02/21 | $854,899 | $0 | $0 | $0 | $854,899 |
| **3 Final Design** 03/02/21 - 05/02/22 | $2,866,441 | $965,522 | $0 | $0 | $3,831,963 |
| **4 Implementation** 05/02/22 - 04/17/23 | $24,668,466 | $3,000,000 | $0 | $0 | $27,668,466 |
| **5 Closeout** 04/17/23 - 12/29/23 | $525 | $0 | $0 | $0 | $525 |
| **6 Acquisition** | $0 | $7,371 | $0 | $0 | $7,371 |
| **Total Budget** | **$28,443,929** | **$3,972,893** | **$0** | **$0** | **$32,416,822** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $3,972,893 | $0 | $0 | $3,972,893 |
| **Total Revenue** | **$3,972,893** | **$0** | **$0** | **$3,972,893** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC LK HILLS INT A REFURB 1134075

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $370,836 | $0 | $0 | $0 | $0 | $370,836 |
| 2 Prelim Design | $158,786 | $1,281,605 | $0 | $0 | $0 | $1,440,391 |
| 3 Final Design | $36,650 | $137,919 | $3,768,556 | $0 | $0 | $3,943,125 |
| 4 Implementation | $0 | $10,945 | $15,496,285 | $10,891,914 | $0 | $26,399,144 |
| 5 Closeout | $0 | $1,681 | $48,336 | $98,423 | $0 | $148,440 |
| 6 Acquisition | $83,843 | $0 | $31,043 | $0 | $0 | $114,886 |
| **Total Expense** | **$650,115** | **$1,432,150** | **$19,344,220** | **$10,990,337** | **$0** | **$32,416,822** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $370,836 | $371,046 | $53,598 | $370,836 |
| 2 Preliminary Design | $0 | $1,440,391 | $207,715 | $854,899 | $1,440,391 |
| 3 Final Design | $0 | $3,943,124 | $37,627 | $2,866,441 | $174,569 |
| 4 Implementation | $0 | $26,399,145 | $0 | $24,668,466 | $10,945 |
| 5 Closeout | $0 | $148,440 | $0 | $525 | $1,681 |
| 6 Acquisition | $0 | $114,886 | $83,843 | $0 | $83,843 |
| **Total** | **$0** | **$32,416,822** | **$700,231** | **$28,443,929** | **$2,082,265** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($317,238) | $0 | $0 | ($317,238) |
| 2 Preliminary Design | ($585,492) | $0 | $0 | ($585,492) |
| 3 Final Design | $2,691,872 | $965,522 | $3,768,556 | ($111,162) |
| 4 Implementation | $24,657,521 | $3,000,000 | $15,496,285 | $12,161,236 |
| 5 Closeout | ($1,156) | $0 | $48,336 | ($49,492) |
| 6 Acquisition | ($83,843) | $7,371 | $31,043 | ($107,515) |
| **Total** | **$26,361,664** | **$3,972,893** | **$19,344,220** | **$10,990,337** |

**NARRATIVES** WTC LK HILLS INT A REFURB 1134075

## Current Scope

Lake Hills Interceptor A Refurbishment - Rehabilitate 7,776 linear feet of 48-inch and 54-inch diameter reinforced concrete Lake Hills Interceptor pipe.

## 1. PROJECT SCOPE

Lake Hills Interceptor A Refurbishment - Rehabilitate 7,776 linear feet of 48-inch and 54-inch diameter reinforced concrete Lake Hills Interceptor pipe.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC LK HILLS INT A REFURB 1134075

## 3. PROJECT JUSTIFICATION

This project aligns with WTD's mission, vision, and values by protecting public health, creating a resilient clean water enterprise, and safety as a virtue. The pipeline zoned within commercial/residential areas in runs under NE Bellevue-Redmond Road which has very high traffic. It is deteriorating due to the effects of hydrogen sulfide gas exposure. Failure to rehabilitate will result in asset failure with potential overflow of 52.4MGD, creating potential public safety and health issues. The severity of corrosion was ranked as condition 5; high risk.

## 4. PROJECT BENEFITS/OUTCOMES

The project maintains the structural integrity of the Lake Hills Interceptor, and extends the useful life of the pipeline, preventing potential overflows and threats to public health and safety.

## 5. BUDGET REQUEST BASIS

This project will be in preliminary design, final design, and construction during the biennium, and the appropriation is necessary to award a construction contract. Since the last budget request, the project has progressed from planning through the selection of an alternative. The construction cost estimate has been revised to reflect the selected alternative.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

None.

## 8. PROJECT STATUS

The project is currently procuring an engineering design consultant to design a bypass system for flow diversion. The project is currently on schedule for 2022 construction.

## 9. ALTERNATIVES ANALYSIS

To be completed in the course of project execution.

## 10. OTHER AGENCY INVOLVEMENT

TBD.

## 11. ART ELIGIBILITY

Project is a sewer.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Anticipated project area does not project as a high equity opportunity area. Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** WTC LK HILLS INT A REFURB 1134075

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WATER QUALITY IMPRV ALTERN 1135013

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC WATER QUALITY IMPRV ALTERN |
| **Substantial Completion** | |
| **Location** | Multiple locations. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 12/31/30 | $2 | $0 | $0 | $0 | $2 |
| **2 Preliminary Design** | $0 | $577,563 | $182,121 | $0 | $759,684 |
| **3 Final Design** | $0 | $1,782,869 | $515,552 | $492,791 | $2,791,212 |
| **4 Implementation** | $3,004,200 | $594,763 | $34,590,250 | $109,951,118 | $148,140,331 |
| **5 Closeout** | $0 | $0 | $0 | $11,395 | $11,395 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,004,202** | **$2,955,195** | **$35,287,923** | **$110,455,304** | **$151,702,624** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $2,955,196 | $35,287,924 | $110,455,305 | $148,698,425 |
| **Total Revenue** | **$2,955,196** | **$35,287,924** | **$110,455,305** | **$148,698,425** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC WATER QUALITY IMPRV ALTERN 1135013

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $359,242 | $535,318 | $0 | $0 | $0 | $894,560 |
| 2 Prelim Design | $0 | $1,802,645 | $577,563 | $182,121 | $0 | $2,562,329 |
| 3 Final Design | $0 | $306,997 | $1,782,869 | $515,552 | $492,791 | $3,098,209 |
| 4 Implementation | $0 | $0 | $594,763 | $34,590,250 | $109,951,118 | $145,136,131 |
| 5 Closeout | $0 | $0 | $0 | $0 | $11,395 | $11,395 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$359,242** | **$2,644,960** | **$2,955,195** | **$35,287,923** | **$110,455,304** | **$151,702,624** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $894,560 | $1,157,350 | $2 | $894,560 |
| 2 Preliminary Design | $0 | $2,562,329 | $0 | $0 | $1,802,645 |
| 3 Final Design | $0 | $3,098,210 | $0 | $0 | $306,997 |
| 4 Implementation | $0 | $671,010,428 | $0 | $3,004,200 | $0 |
| 5 Closeout | $0 | $11,395 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$677,576,922** | **$1,157,350** | **$3,004,202** | **$3,004,202** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($894,558) | $0 | $0 | ($894,558) |
| 2 Preliminary Design | ($1,802,645) | $577,563 | $577,563 | ($1,802,645) |
| 3 Final Design | ($306,997) | $1,782,869 | $1,782,869 | ($306,997) |
| 4 Implementation | $3,004,200 | $594,763 | $594,763 | $3,004,200 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,955,195** | **$2,955,195** | **$0** |

**NARRATIVES** WTC WATER QUALITY IMPRV ALTERN 1135013

## Current Scope

Water Quality Improvement Alternatives - This project will refine and implement a series of Water Quality Improvement Alternatives, including water quality investments, programs, and policies ("Water quality Projects") identified in the King County Combined Sewer Overflow (CSO) Long-term Control Plan (LTCP) and further opportunities identified in the Clean Water Plan for King County's regional wastewater system. This project will refine planning level Water Quality Improvement Alternatives identified in the Clean Water Plan and LTCP through Problem Definition, further evaluate options, and initiate design and implementation. This project will also further define those Water Quality Projects identified as programs and policies, in accordance with applicable laws and regulations. This process will be guided by the Water Quality Assessment and Monitoring Study, CSO LTCP, Clean Water Plan for King County's regional wastewater system, King County Code (KCC 28.86) CSO control policies (CSOCP), and Water Quality Protection Policies (WQPP).

# Capital Appropriation Proposal



**NARRATIVES** WTC WATER QUALITY IMPRV ALTERN 1135013

## 1. PROJECT SCOPE

Water Quality Improvement Alternatives - This project will refine and implement a series of Water Quality Improvement Alternatives, including water quality investments, programs, and policies ("Water quality Projects") identified in the King County Combined Sewer Overflow (CSO) Long-term Control Plan (LTCP) and further opportunities identified in the Clean Water Plan for King County's regional wastewater system. This project will refine planning level Water Quality Improvement Alternatives identified in the Clean Water Plan and LTCP through Problem Definition, further evaluate options, and initiate design and implementation. This project will also further define those Water Quality Projects identified as programs and policies, in accordance with applicable laws and regulations. This process will be guided by the Water Quality Assessment and Monitoring Study, CSO LTCP, Clean Water Plan for King County's regional wastewater system, King County Code (KCC 28.86) CSO control policies (CSOCP), and Water Quality Protection Policies (WQPP).

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

In support of WTD's vision as an innovative and resilient clean water enterprise, this project will evaluate and implement Water Quality Improvement Alternatives, in line with the LTCP and SCP, and as guided by the Water Quality Assessment and Monitoring Study (WQA/MS). In 2017, the WQA/MS found that CSOs are a significant pathway of fecal coliform loading, but a small contributor of the other contaminants entering waterways as they only occur for a short period of time throughout the year. It further concluded that after completion of CSO control to the current standard, some receiving waters would still not meet water quality standards for fecal coliform as required by Ecology. This project enables WTD to achieve water quality improvements beyond those reached by traditional CSO control. It will incorporate the planning efforts of the LTCP and the SCP to refine and implement alternatives for water quality improvement.

## 4. PROJECT BENEFITS/OUTCOMES

Implementation of Water Quality Improvement Alternatives will result in water quality improvements beyond traditional CSO projects. These projects can satisfy anticipated regulatory obligations for the King County Wastewater Treatment Division.

## 5. BUDGET REQUEST BASIS

This is a program that currently only has a single subproject. The requested budget would be used to apply the Water Quality Benefits Evaluation toolkit developed by this subproject to evaluate a suite of potential water quality projects and programs that could be implemented in the areas draining to receiving waters within the WTD service area. Application of the toolkit will provide information about the water quality benefits of potential WTD investments and aligns with the Clean Water Healthy Habitat effort and goals.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget and other impacts will be identified during planning and alternatives for each Water Quality Improvement Alternative.

## 8. PROJECT STATUS

This project is currently assembling the tools and techniques required to evaluate and assess a variety of potential water quality improvement projects and programs.

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis will be conducted for each Water Quality Improvement Alternative included in this project.

## 10. OTHER AGENCY INVOLVEMENT

TBD.

## 11. ART ELIGIBILITY

TBD.

**NARRATIVES** WTC WATER QUALITY IMPRV ALTERN 1135013

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

We are implementing an ESJ Assessment protocol for all projects and developed an associated Assessment table and survey that fully implements ESJ practices into capital projects. This project specifically identifies equity opportunities as a core value that requires equitable participation and evaluation of LTCP process and applied to Water Quality Improvement Alternatives. The formal evaluative structure will be developed as part of the planning effort's initial scope. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will implement the priority action in Section Two of the SCAP (Preparing for Climate Change Impacts) that calls for WTD to incorporate results of an assessment of impacts of climate change/rainfall patterns on wastewater treatment and conveyance into future updates of the Regional Wastewater Services Plan and the King County Combined Sewer Overflow Control Plan. SCAP goals and targets are typically considered in the planning efforts of new projects.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC BLACK DIAMOND PAYMENTS 1136151

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Black Diamond, WA |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1 | $0 | $0 | $0 | $1 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/19 - 12/31/26 | $405,998 | $335,029 | $499,465 | $578,027 | $1,818,519 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$405,999** | **$335,029** | **$499,465** | **$578,027** | **$1,818,520** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $335,029 | $499,465 | $578,027 | $1,412,521 |
| **Total Revenue** | **$335,029** | **$499,465** | **$578,027** | **$1,412,521** |

### EXPENSE WTC BLACK DIAMOND PAYMENTS 1136151

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $120,127 | $200,000 | $420,901 | $499,465 | $578,027 | $1,818,520 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$120,127** | **$200,000** | **$420,901** | **$499,465** | **$578,027** | **$1,818,520** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $1 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,818,520 | $184,891 | $405,998 | $320,127 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,818,520** | **$184,891** | **$405,999** | **$320,127** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1 | $0 | $0 | $1 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $85,871 | $335,029 | $420,901 | ($1) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$85,872** | **$335,029** | **$420,901** | **$0** |

## NARRATIVES

WTC BLACK DIAMOND PAYMENTS 1136151

### Current Scope

Black Diamond Payments - This project commits funds for the payment of Soos Creek Water District for the use, design, construction, operation, maintenance, and depreciation of the District Conveyance Facilities and to provide reimbursement of appropriate capital costs incurred by the District for the County's use of such facilities. The Parties agree that the County will only pay that portion of the District's capital costs related to improvements which are necessary to convey the County's regional wastewater flows from Black Diamond. The Parties understand and expect that the District's customer base will increase during the time of this Agreement and the District will be solely responsible for the cost of construction of the District's Conveyance Facilities necessary to meet the capacity needs of the District's increased customer base.

### 1. PROJECT SCOPE

Black Diamond Payments - This project commits funds for the payment of Soos Creek Water District for the use, design, construction, operation, maintenance, and depreciation of the District Conveyance Facilities and to provide reimbursement of appropriate capital costs incurred by the District for the County's use of such facilities. The Parties agree that the County will only pay that portion of the District's capital costs related to improvements which are necessary to convey the County's regional wastewater flows from Black Diamond. The Parties understand and expect that the District's customer base will increase during the time of this Agreement and the District will be solely responsible for the cost of construction of the District's Conveyance Facilities necessary to meet the capacity needs of the District's increased customer base.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Since this series of payments involves an interagency agreement as well as multi-year capital costs, it was determined that a standalone project was appropriate for transparency and visibility. Costs will be reassessed on a biennial basis as residential-customer-equivalent (RCE) forecasts are refreshed. Paying the Soos Creek Water & Sewer District for the portion of their capital costs associated with capacity improvements for the residents of Black Diamond has been determined to be the most cost-effective approach for King County Wastewater to meet it's capacity needs.

# Capital Appropriation Proposal



**NARRATIVES** WTC BLACK DIAMOND PAYMENTS 1136151

## 4. PROJECT BENEFITS/OUTCOMES

Measurable benefits are increased wastewater conveyance capacity for the City of Black Diamond to King County Wastewater treatment facilities. Wastewater flow monitoring will be reported on a monthly basis and shared between agencies as set forth in the interagency agreement.

## 5. BUDGET REQUEST BASIS

This project funds the capital costs related to improvements which are necessary to convey the County's regional wastewater flows from the City of Black Diamond to the regional wastewater system. While the County's regional sewer system serves Black Diamond, the County does not have sewer lines that extend to the City. Instead, the County pays the Soos Creek Water and Sewer District to "wheel" or convey the flows from the City to the regional sewer system. The budget requested will be used to reimburse the District for the capital and operating costs per a Council-approved interlocal agreement between the County and the District.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

No WTD operating budget impacts are anticipated at this time.

## 8. PROJECT STATUS

This project is ongoing.

## 9. ALTERNATIVES ANALYSIS

The Soos Creek Water District implements its own standards for alternatives analysis in the construction of capacity improving capital wastewater projects. However, in 2005 WTD performed an analysis on the costs and benefits of construction of these facilities (Black Diamond Trunk) in comparison to repaying the portion of costs attributable to capacity needed for the City of Black Diamond to Soos Creek, and found this alternative to be preferable.

## 10. OTHER AGENCY INVOLVEMENT

This project involves an interagency agreement with Soos Creek Water District as previously described in the scope statement.

## 11. ART ELIGIBILITY

No - category 1. This project is for outside agency construction of sewer facilities not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Given the fact that this project is entirely outside agency construction, WTD has little opportunity to pursue ESJ opportunities in procurement, contracting, or other traditional venues. However, as with all WTD projects, this will contribute to the continued provision of quality service to our rate payers and will be regularly reviewed to ensure equitable provision of services across race, gender, and geographical location.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project does not directly contribute to the goals of the King County Strategic Climate Action Plan.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WTC BLACK DIAMOND PAYMENTS 1136151

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC RCH B PS MCC & SWITCH REPL 1137181

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 05/16/2022 |
| **Location** | Richmond Beach Pump Station 20001 Richmond Beach Dr NW Shoreline, WA 98177 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 04/01/19 - 04/01/19 | $21,297 | $0 | $0 | $0 | $21,297 |
| **2 Preliminary Design** 04/01/19 - 04/07/20 | $173,083 | $0 | $0 | $0 | $173,083 |
| **3 Final Design** 04/07/20 - 03/17/21 | $272,473 | $195,109 | $0 | $0 | $467,582 |
| **4 Implementation** 03/17/21 - 08/31/22 | $3,839,363 | $1,987,726 | $0 | $0 | $5,827,089 |
| **5 Closeout** 08/31/22 - 12/30/22 | $857 | $3,518 | $0 | $0 | $4,375 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,307,073** | **$2,186,353** | **$0** | **$0** | **$6,493,426** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $2,186,353 | $0 | $0 | $2,186,353 |
| **Total Revenue** | **$2,186,353** | **$0** | **$0** | **$2,186,353** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC RCH B PS MCC & SWITCH REPL 1137181

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $147,421 | $0 | $0 | $0 | $0 | $147,421 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $918,693 | $195,109 | $0 | $0 | $1,113,802 |
| 4 Implementation | $0 | $169,211 | $4,919,171 | $0 | $0 | $5,088,382 |
| 5 Closeout | $0 | $34,563 | $109,258 | $0 | $0 | $143,821 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$147,421** | **$1,122,467** | **$5,223,538** | **$0** | **$0** | **$6,493,426** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $147,421 | $153,214 | $21,297 | $147,421 |
| 2 Preliminary Design | $0 | $0 | $201,103 | $173,083 | $0 |
| 3 Final Design | $0 | $1,113,802 | $88,989 | $272,473 | $918,693 |
| 4 Implementation | $0 | $5,088,382 | $161 | $3,839,363 | $169,211 |
| 5 Closeout | $0 | $143,820 | $0 | $857 | $34,563 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,493,425** | **$443,467** | **$4,307,073** | **$1,269,888** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($126,124) | $0 | $0 | ($126,124) |
| 2 Preliminary Design | $173,083 | $0 | $0 | $173,083 |
| 3 Final Design | ($646,220) | $195,109 | $195,109 | ($646,220) |
| 4 Implementation | $3,670,152 | $1,987,726 | $4,919,171 | $738,707 |
| 5 Closeout | ($33,706) | $3,518 | $109,258 | ($139,446) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$3,037,185** | **$2,186,353** | **$5,223,538** | **$0** |

**NARRATIVES** WTC RCH B PS MCC & SWITCH REPL 1137181

## Current Scope

Richmond Beach Pump Station Motor Control Center and Switchboard Replacement - Design, engineer, and replace the Richmond Beach Pump Station Motor Control Center (MCC), Service Switchboard and install a Load Bank Connection Receptacle.

## 1. PROJECT SCOPE

Richmond Beach Pump Station Motor Control Center and Switchboard Replacement - Design, engineer, and replace the Richmond Beach Pump Station Motor Control Center (MCC), Service Switchboard and install a Load Bank Connection Receptacle.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC RCH B PS MCC & SWITCH REPL 1137181

## 3. PROJECT JUSTIFICATION

The Richmond Beach Pump Station has recently experienced several overflows resulting from a temporary loss of station power and negatively impact the surrounding environment. The MCC and Service Switchboard were identified as being in "poor physical condition and performance" in the station assessment report completed in 2018.

## 4. PROJECT BENEFITS/OUTCOMES

Replacing the MCC and Service Switchboard will provide a more reliable power source to the pump station and help ensure continual operations are maintained without interruption. This project will also update the equipment to modern standards, which will provide a higher level of safety to operations personnel.

## 5. BUDGET REQUEST BASIS

This project will be in final design and construction during the biennium, and the appropriation is necessary to award a construction contract. Since budget was initially requested in the 2019 2nd Omnibus supplemental budget, the project has completed preliminary design and baselined. The cost estimate was revised at project baseline and included new scope for load bank testing receptacles and an increase for the cost of a temporary motor control center during construction.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

The pump station operating budget will see a minor reduction in costs associated with maintenance and operations. The new electrical equipment will not require the level of maintenance that is currently needed with the aging systems. Additionally, the load bank connection receptacle will allow testing of the generator under load to ensure reliability.

## 8. PROJECT STATUS

This project baselined on April 7th, 2020 with approval to include the installation of a load bank connection receptacle. This project is set to achieve a platinum sustainability rating and did not identified any equity and social justice opportunities. The project is progressing towards 60% design and communication has begun with permitting agencies and Seattle City Light. Future work includes finalizing design, completing permits, completing any prework required by Seattle City Light, and procuring a Contractor through the open bid process.

## 9. ALTERNATIVES ANALYSIS

This project is an in-kind replacement of existing equipment. No formal alternatives analysis was conducted.

## 10. OTHER AGENCY INVOLVEMENT

Seattle City Light is needed to run power to our temporary switchgear. The specific scope and impacts are being discussed at this time. City of Shoreline - We are operating within the city of Shoreline and may need to apply for a permit or variance.

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

There are no known opportunities to advance racial equity or ESJ in general with the current scope of this project. This project will complete the ESJ credit portion of the sustainability scorecard like all other WTD capital projects, and will possibly identify new opportunities through that process.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will strive to attain a Platinum level rating on the Sustainability Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** WTC RCH B PS MCC & SWITCH REPL 1137181

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC LAKELAND HILLS INSTALL GEN 1139037

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/02/2022 |
| **Location** | Lakeland Hills Pump Station, Auburn, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/21/15 - 12/21/15 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 12/21/15 - 10/01/19 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 10/01/19 - 06/18/21 | $0 | $1,854,019 | $0 | $0 | $1,854,019 |
| **4 Implementation** 06/18/21 - 03/31/23 | $0 | $3,499,324 | $0 | $0 | $3,499,324 |
| **5 Closeout** 03/31/23 - 08/31/23 | $0 | $445,146 | $0 | $0 | $445,146 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$5,798,489** | **$0** | **$0** | **$5,798,489** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $5,798,489 | $0 | $0 | $5,798,489 |
| **Total Revenue** | **$5,798,489** | **$0** | **$0** | **$5,798,489** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC LAKELAND HILLS INSTALL GEN 1139037

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $1,854,019 | $0 | $0 | $1,854,019 |
| 4 Implementation | $0 | $0 | $3,447,299 | $52,026 | $0 | $3,499,325 |
| 5 Closeout | $0 | $0 | $437,731 | $7,414 | $0 | $445,145 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$5,739,049** | **$59,440** | **$0** | **$5,798,489** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,854,019 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,499,325 | $0 | $0 | $0 |
| 5 Closeout | $0 | $445,145 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,798,489** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,854,019 | $1,854,019 | $0 |
| 4 Implementation | $0 | $3,499,324 | $3,447,299 | $52,025 |
| 5 Closeout | $0 | $445,146 | $437,731 | $7,415 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,798,489** | **$5,739,049** | **$59,440** |

**NARRATIVES** WTC LAKELAND HILLS INSTALL GEN 1139037

## Current Scope

Lakeland Hills Install Generator - The main objective of this project is to provide a standby generator and fuel tank at the Lakeland Hills Pump Station in Auburn, WA, which does not currently have a standby power system. This project will provide a permanent system of adequate size to run the station for the standard 24 hours in the event of a power outage.

## 1. PROJECT SCOPE

Lakeland Hills Install Generator - The main objective of this project is to provide a standby generator and fuel tank at the Lakeland Hills Pump Station in Auburn, WA, which does not currently have a standby power system. This project will provide a permanent system of adequate size to run the station for the standard 24 hours in the event of a power outage.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC LAKELAND HILLS INSTALL GEN 1139037

## 3. PROJECT JUSTIFICATION

The Lakeland Hills Pump Station does not currently have a standby generator or fuel tank. The pump station requires a standby generator and fuel tank of adequate size to run the station for the Wastewater Treatment Division standard of 24 hours in the event of a power outage.

## 4. PROJECT BENEFITS/OUTCOMES

The installation of this generator will allow pumps to be at full functionality during a power outage, preventing potential overflows into the nearby trail, park and White River.

## 5. BUDGET REQUEST BASIS

This project is requesting appropriation to cover life-to-date costs incurred by the minor asset management subproject, as well as estimated costs to complete the project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Project expected to decrease operations budget. Station currently maintains a temporary generator onsite. Permanent generator expected to have less maintenance and have longer useful life.

## 8. PROJECT STATUS

This project is currently working on Final Design as a minor asset management subproject in the Electrical / Instrumentation & Control program (1127842). All prior expenditures will be transferred to this standalone project if/when approved.

## 9. ALTERNATIVES ANALYSIS

Alternative analysis had four alternatives. Alternatives 1 and 2 placed the generator inside the existing station. Alternative 1 uses a belly tank under the generator, while alternative 2 uses a separate fuel tank. Alternatives 3 and 4 placed the generator in a walk-in enclosure next to the pump station, but with different layouts for each alternative. Alternative 2 has the lowest risk, and is the selected alternative.

## 10. OTHER AGENCY INVOLVEMENT

Project will coordinate with City of Auburn to address community impact and permitting.

## 11. ART ELIGIBILITY

Project replaces assets inside existing pump station.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Overall Opportunity Index: 0.98 Socioeconomic Status Opportunity Index: 0.88 Household Composition Opportunity Index: 0.89 Race/Ethnicity Index: 0.93 Housing and Transportation Opportunity Index: 0.99

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC LAKELAND HILLS INSTALL GEN 1139037

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC MEDINA PS MCC & GEN REPL 1139038

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/19/2022 |
| **Location** | Medina WA: Corner of NE 8th Street and 81st Ave NE in Medina WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 05/28/19 - 05/28/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 05/28/19 - 07/07/20 | $0 | $406,962 | $0 | $0 | $406,962 |
| **3 Final Design** 07/07/20 - 09/08/21 | $0 | $964,699 | $0 | $0 | $964,699 |
| **4 Implementation** 09/08/21 - 03/17/22 | $0 | $4,082,277 | $0 | $0 | $4,082,277 |
| **5 Closeout** 03/17/22 - 12/06/22 | $0 | $346,486 | $0 | $0 | $346,486 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$5,800,424** | **$0** | **$0** | **$5,800,424** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $5,800,424 | $0 | $0 | $5,800,424 |
| **Total Revenue** | **$5,800,424** | **$0** | **$0** | **$5,800,424** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC MEDINA PS MCC & GEN REPL 1139038

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $406,962 | $0 | $0 | $406,962 |
| 3 Final Design | $0 | $0 | $964,699 | $0 | $0 | $964,699 |
| 4 Implementation | $0 | $0 | $4,082,277 | $0 | $0 | $4,082,277 |
| 5 Closeout | $0 | $0 | $346,486 | $0 | $0 | $346,486 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$5,800,424** | **$0** | **$0** | **$5,800,424** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $406,962 | $0 | $0 | $0 |
| 3 Final Design | $0 | $964,699 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,082,276 | $0 | $0 | $0 |
| 5 Closeout | $0 | $346,487 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,800,424** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $406,962 | $406,962 | $0 |
| 3 Final Design | $0 | $964,699 | $964,699 | $0 |
| 4 Implementation | $0 | $4,082,277 | $4,082,277 | $0 |
| 5 Closeout | $0 | $346,486 | $346,486 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,800,424** | **$5,800,424** | **$0** |

**NARRATIVES** WTC MEDINA PS MCC & GEN REPL 1139038

## Current Scope

Medina Pump Station Motor Control Centers and Generator Replacement - The scope of this project is to replace electrical and mechanical equipment that is nearing end of life and in need of replacement at the aging Medina Pump Station. This project will replace motor control centers (MCCs), variable frequency drives (VFDs), and a permanent standby generator. A temporary generator was installed in 2019 to mitigate the risk of overflow during wet weather events and will remain until this project is complete.

## 1. PROJECT SCOPE

Medina Pump Station Motor Control Centers and Generator Replacement - The scope of this project is to replace electrical and mechanical equipment that is nearing end of life and in need of replacement at the aging Medina Pump Station. This project will replace motor control centers (MCCs), variable frequency drives (VFDs), and a permanent standby generator. A temporary generator was installed in 2019 to mitigate the risk of overflow during wet weather events and will remain until this project is complete.

# Capital Appropriation Proposal



**NARRATIVES** WTC MEDINA PS MCC & GEN REPL 1139038

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The MCC is underrated and must be replaced before any substantial electrical work can be completed. The generator is undersized and must be replaced with a more powerful unit. The VFDs are 30+ years old and are at end of life. They must be replaced to maintain the reliability of the station.

## 4. PROJECT BENEFITS/OUTCOMES

(1) The existing generator is not sized for maximum flows at the Medina Pump Station and the new generator will be. This will give the station more reliability during high flows since the large pumps will be able to operate on generator power, which they currently can not because of the undersized generator. (2) Replacing the old VFDs will increase the reliability of the station and allow Operations and Maintenance to find replacement parts if necessary. (3) Replacing the MCC will resolve a code violation and address a safety issue, due to the under rating of the existing MCCs. (4) Operating with a temporary generator in the parking lot is not a cost effective option and the sooner the temporary generator can be replaced with a permanent solution, the better.

## 5. BUDGET REQUEST BASIS

This project was approved as a high priority Minor Asset Management project. As project design progressed, 30% design work uncovered that additional pump station upgrades were necessary to implement the original project scope. The larger scope and higher cost estimate calls for a stand alone project with individual appropriation. This project will be in final design and construction in the biennium, and appropriation is needed to award a construction contract.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project will reduce the operating budget by $5.7 million over the life of the project as calculated in the life cycle cost analysis.

## 8. PROJECT STATUS

Preliminary project design is complete. Gate 3 approval is planned for June 2020. This project was approved as a high priority Minor Asset Management project. As project design progressed, 30% design work uncovered that additional pump station upgrades were necessary to implement the original project scope. The larger scope and higher cost estimate calls for a stand alone project with individual appropriation.

## 9. ALTERNATIVES ANALYSIS

This project was originally included in the Minor Asset Management Electric/I&C Program. Because the purpose is to replace aging equipment and the simple scope, an alternatives analysis was not required. The selected project was compared to the status quo option for the life cycle cost analysis.

## 10. OTHER AGENCY INVOLVEMENT

City of Medina is approving permits for this project. There is no other interagency involvement.

## 11. ART ELIGIBILITY

The project is minor rehabilitation and not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

It was determined that ESJ options are not substantial in the project area. Therefore, the project is participating in a pilot project to pool ESJ dollars from multiple projects without significant ESJ opportunities and using them to fund more substantial ESJ activities in King County.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will not increase or decrease energy usage at this site. This project rates 91% on the sustainability scorecard, which is at the platinum level. The project will also divert at least 85% of the construction waste generated by the project.

**NARRATIVES** WTC MEDINA PS MCC & GEN REPL 1139038

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC ASSET MGMT WORK PLAN 1139040

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/20/2026 |
| **Location** | Projects cover all of the Wastewater Treatment Division facilities. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/05/21 - 12/31/26 | $0 | $114,581 | $0 | $0 | $114,581 |
| **2 Preliminary Design** | $0 | $1,034,376 | $0 | $0 | $1,034,376 |
| **3 Final Design** | $0 | $2,547,093 | $0 | $0 | $2,547,093 |
| **4 Implementation** 01/05/21 - 12/31/26 | $0 | $1,134,794 | $0 | $0 | $1,134,794 |
| **5 Closeout** 12/31/26 - 04/01/27 | $0 | $5,136 | $0 | $0 | $5,136 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$4,835,980** | **$0** | **$0** | **$4,835,980** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $4,835,980 | $0 | $0 | $4,835,980 |
| **Total Revenue** | **$4,835,980** | **$0** | **$0** | **$4,835,980** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ASSET MGMT WORK PLAN 1139040

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $114,581 | $0 | $0 | $114,581 |
| 2 Prelim Design | $0 | $0 | $1,034,377 | $0 | $0 | $1,034,377 |
| 3 Final Design | $0 | $0 | $21,218 | $2,025,041 | $500,833 | $2,547,092 |
| 4 Implementation | $0 | $0 | $225,774 | $27,469 | $881,552 | $1,134,795 |
| 5 Closeout | $0 | $0 | $0 | $0 | $5,136 | $5,136 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,395,950** | **$2,052,510** | **$1,387,521** | **$4,835,981** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $114,581 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,034,376 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,547,093 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,134,794 | $0 | $0 | $0 |
| 5 Closeout | $0 | $5,136 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,835,980** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $114,581 | $114,581 | $0 |
| 2 Preliminary Design | $0 | $1,034,376 | $1,034,377 | ($1) |
| 3 Final Design | $0 | $2,547,093 | $21,218 | $2,525,875 |
| 4 Implementation | $0 | $1,134,794 | $225,774 | $909,020 |
| 5 Closeout | $0 | $5,136 | $0 | $5,136 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,835,980** | **$1,395,950** | **$3,440,030** |

**NARRATIVES** WTC ASSET MGMT WORK PLAN 1139040

## Current Scope

Asset Management Work Plan - The scope of this project is to complete Asset Management Program enhancement tasks that have been identified and approved by the Wastewater Treatment Division Asset Management Steering Committee.

## 1. PROJECT SCOPE

Asset Management Work Plan - The scope of this project is to complete Asset Management Program enhancement tasks that have been identified and approved by the Wastewater Treatment Division Asset Management Steering Committee.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project will consolidate and manage all studies and work associated with strategic asset management program enhancements.

**NARRATIVES** WTC ASSET MGMT WORK PLAN 1139040

## 4. PROJECT BENEFITS/OUTCOMES

At completion of this project, the Wastewater Treatment Division (WTD) will be able to manage critical assets using a more robust risk profile, improve efficiencies WTD's Asset Management program, better quantify how every dollar spent (in both operations and capital) eliminates a measurable amount of risk, provide all staff with greater knowledge of their role in managing WTD assets, and ensure critical elements of the asset management program will be measured and communicated to all applicable stakeholders.

## 5. BUDGET REQUEST BASIS

This request provides the funding needed to support execution of the Strategic Asset Management Plan (SAMP). Budget forecast amounts include estimates of labor costs of existing staff who lead the multiple efforts to implement the SAMP plus costs for securing consultant resources where specific supplemental expertise is required.

## 6. FUNDING AND REVENUE DISCUSSION

Initial work to execute the SAMP has been funded through capital indirect (overhead) funding for work in the current biennial budget. This work is proposed to be managed as a stand-alone project in order to provide enhanced control capabilities.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operations & maintenance impacts related to aging assets will likely be less as a result of the improvements planned in this project, but are not yet quantified.

## 8. PROJECT STATUS

Project has not started.

## 9. ALTERNATIVES ANALYSIS

Not applicable to this project.

## 10. OTHER AGENCY INVOLVEMENT

No other agency involvement is anticipated at this time.

## 11. ART ELIGIBILITY

This project will not produce a physical asset.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will support resiliency objectives included in the Strategic Climate Action Plan. The SCAP green building rating system certification requirement is not applicable to this planning project. A scorecard will not be prepared.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WTC ASSET MGMT WORK PLAN 1139040

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC BW STORAGE TANK SPRAY SYST 1139041

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/31/2021 |
| **Location** | 22505 State Route 9 SE, Woodinville, WA 98072 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/21/15 - 12/21/15 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 12/21/15 - 11/19/19 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 11/19/19 - 08/31/20 | $0 | $947,473 | $0 | $0 | $947,473 |
| **4 Implementation** 08/31/20 - 05/28/21 | $0 | $1,704,561 | $0 | $0 | $1,704,561 |
| **5 Closeout** 05/28/21 - 03/31/22 | $0 | $473,737 | $0 | $0 | $473,737 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$3,125,771** | **$0** | **$0** | **$3,125,771** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $3,125,771 | $0 | $0 | $3,125,771 |
| **Total Revenue** | **$3,125,771** | **$0** | **$0** | **$3,125,771** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC BW STORAGE TANK SPRAY SYST 1139041

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $947,473 | $0 | $0 | $947,473 |
| 4 Implementation | $0 | $0 | $1,704,561 | $0 | $0 | $1,704,561 |
| 5 Closeout | $0 | $0 | $473,737 | $0 | $0 | $473,737 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$3,125,771** | **$0** | **$0** | **$3,125,771** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $947,473 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,704,561 | $0 | $0 | $0 |
| 5 Closeout | $0 | $473,737 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,125,771** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $947,473 | $947,473 | $0 |
| 4 Implementation | $0 | $1,704,561 | $1,704,561 | $0 |
| 5 Closeout | $0 | $473,737 | $473,737 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,125,771** | **$3,125,771** | **$0** |

**NARRATIVES** WTC BW STORAGE TANK SPRAY SYST 1139041

## Current Scope

Brightwater Storage Tank Spray System - This project will engineer and construct a system in the Digested Sludge Storage Tank (DSST) that will recirculate digested sludge in a way that will reduce the production of internal foaming. The project scope includes the following: 1) Installation of an enhanced pump mixing system; 2) Reroute existing gas line to allow access to existing tank penetrations; 3) Installation of a new emergency overflow hatch using existing DSST roof penetrations; 4) Electrical and instrumentation modifications to support the improvements; 5) Modifications to the piping and valve configuration for Digester 3; 6) Modification to DSST roof for drainage.

## 1. PROJECT SCOPE

Brightwater Storage Tank Spray System - This project will engineer and construct a system in the Digested Sludge Storage Tank (DSST) that will recirculate digested sludge in a way that will reduce the production of internal foaming. The project scope includes the following: 1) Installation of an enhanced pump mixing system; 2) Reroute existing gas line to allow access to existing tank penetrations; 3) Installation of a new emergency overflow hatch using existing DSST roof penetrations; 4) Electrical and instrumentation modifications to support the improvements; 5) Modifications to the piping and valve configuration for Digester 3; 6) Modification to DSST roof for drainage.

# Capital Appropriation Proposal



**NARRATIVES** WTC BW STORAGE TANK SPRAY SYST 1139041

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The foam layer in the DSST can reach 20 feet or greater resulting in the contamination of the gas system. This prevents the gas from being used as fuel for the boilers and requires cleaning and maintenance of the fouled system. The buildup of foam also reduces the capacity of the DSST which limits the amount of LOOP material it can contain.

## 4. PROJECT BENEFITS/OUTCOMES

Effective management of foam in the DSST so that it will not enter and contaminate the gas piping system.

## 5. BUDGET REQUEST BASIS

This project is requesting appropriation to cover life-to-date costs incurred by the minor asset management subproject, as well as future costs to be expended in 2021.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

A life cycle cost analysis was completed for the project in 2018 and operations and maintenance costs will decrease once the project is completed. The baseline annual operations and maintenance costs accounted for operation and maintenance costs in the case of a foaming incident, which will be reduced once the project is completed.

## 8. PROJECT STATUS

The 100% design package is due from the consultant at the end of May and the request for service will be submitted to King County procurement in the first week of June. It is anticipated that the contract will be advertised in July with notice to proceed issued at the end of August. This project is currently being funded as a minor asset management subproject in the process replacement/improvement program and is now requesting standalone appropriation due to its size/complexity.

## 9. ALTERNATIVES ANALYSIS

A list of alternatives to mitigate foaming in the DSST was developed and the advantages, disadvantages, costs, and potential impacts on the existing process from implementation of the alternatives were evaluated in November 2019.

## 10. OTHER AGENCY INVOLVEMENT

None.

## 11. ART ELIGIBILITY

The project is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no ESJ opportunity on this project.

**NARRATIVES** WTC BW STORAGE TANK SPRAY SYST 1139041

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Estimated energy savings are not available at this time and will be determined as project design progresses. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC TREATMENT PLANNING PROGRAM 1139042

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC TREATMENT PLANNING PROGRAM |
| **Substantial Completion** | 12/31/2070 |
| **Location** | Entire regional wastewater system (West Point, South Plant, Brightwater, Vashon, Carnation, CSO Treatment Plants) |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 05/15/20 - 12/31/70 | $0 | $1,166,667 | $0 | $0 | $1,166,667 |
| **2 Preliminary Design** | $0 | $3,923,334 | $0 | $0 | $3,923,334 |
| **3 Final Design** | $0 | $7,867,767 | $0 | $0 | $7,867,767 |
| **4 Implementation** | $0 | $0 | $0 | $5,157,644 | $5,157,644 |
| **5 Closeout** 12/31/70 - 12/31/70 | $0 | $0 | $0 | $289,818 | $289,818 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$12,957,768** | **$0** | **$5,447,462** | **$18,405,230** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $12,957,768 | $0 | $5,447,462 | $18,405,230 |
| **Total Revenue** | **$12,957,768** | **$0** | **$5,447,462** | **$18,405,230** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC TREATMENT PLANNING PROGRAM 1139042

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,166,667 | $0 | $0 | $1,166,667 |
| 2 Prelim Design | $0 | $0 | $3,923,333 | $0 | $0 | $3,923,333 |
| 3 Final Design | $0 | $0 | $0 | $6,460,881 | $1,406,886 | $7,867,767 |
| 4 Implementation | $0 | $0 | $0 | $0 | $5,157,644 | $5,157,644 |
| 5 Closeout | $0 | $0 | $0 | $0 | $289,818 | $289,818 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$5,090,000** | **$6,460,881** | **$6,854,348** | **$18,405,229** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,166,667 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $3,923,334 | $0 | $0 | $0 |
| 3 Final Design | $0 | $7,867,767 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,157,644 | $0 | $0 | $0 |
| 5 Closeout | $0 | $289,818 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$18,405,230** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $1,166,667 | $1,166,667 | $0 |
| 2 Preliminary Design | $0 | $3,923,334 | $3,923,333 | $1 |
| 3 Final Design | $0 | $7,867,767 | $0 | $7,867,767 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$12,957,768** | **$5,090,000** | **$7,867,768** |

**NARRATIVES** WTC TREATMENT PLANNING PROGRAM 1139042

## Current Scope

Treatment Planning Program - The Treatment Planning Program provides comprehensive near-term and long-term planning for wastewater treatment capacity at facilities (treatment plants) and at the regional system level. The program assesses current and future regional treatment system needs to accommodate planned growth anticipated by WTD's 34 component agencies and to address regulatory requirements, and identifies the policies, conceptual capital projects, and funding needed to meet regional treatment needs. Conceptual needs are further refined through problem definition for transfer to project delivery.

## 1. PROJECT SCOPE

Treatment Planning Program - The Treatment Planning Program provides comprehensive near-term and long-term planning for wastewater treatment capacity at facilities (treatment plants) and at the regional system level. The program assesses current and future regional treatment system needs to accommodate planned growth anticipated by WTD's 34 component agencies and to address regulatory requirements, and identifies the policies, conceptual capital projects, and funding needed to meet regional treatment needs. Conceptual needs are further refined through problem definition for transfer to project delivery.

# Capital Appropriation Proposal



**NARRATIVES** WTC TREATMENT PLANNING PROGRAM 1139042

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

As the region's wastewater wholesale conveyance and treatment utility, WTD must plan for and maintain adequate treatment capacity and effluent quality at its plants as required by its Washington State Department of Ecology (Ecology) National Pollutant Discharge Elimination System (NPDES) permits as well as contracts and legal obligations to its 34 component agencies. WTD has recently met the conditions in West Point's NPDES permit (S4.B) triggering the submittal of a plan when the "flow or waste load reached 85% of the design criteria". WTD notified Ecology and committed to developing a plan. The Treatment Planning Program will develop that regulatory deliverable for Ecology and is needed to continue to address future regulatory changes, population growth, process and technology improvements, and asset replacement needs, and to prioritize and sequence these investments at all WTD treatment facilities.

## 4. PROJECT BENEFITS/OUTCOMES

The Treatment Planning Program develops plans, policies, and projects to protect public health and the environment by identifying treatment process capacity needs and methods to address regulatory requirements, improve water quality, and recommend projects to increase capacity and upgrade treatment levels. The benefits of this program allow for facility specific and systemwide evaluation of treatment capacity and integration with other King County programs, including the Conveyance System Improvement (CSI) Program, Combined Sewer Overflow (CSO) Program, Technology Assessment and Innovation Program, and Capital Portfolio Management to prioritize and sequence investments to ensure a coordinated, cost effective approach.

## 5. BUDGET REQUEST BASIS

This is a new program that is anticipated to have multiple subprojects for treatment planning activities. The requested budget for the biennium would be used to fund staff labor and consultant costs for studies and planning-level alternatives analysis and cost estimating including capacity needs identified in the Treatment Plant Flows and Loadings Study (2019), nutrient removal and optimization studies, regulatory deliverables to Washington State Department of Ecology to meet WTD's national pollutant discharge elimination system (NPDS) permit, and overall program management and coordination.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Not applicable to this programmatic project.

## 8. PROJECT STATUS

New programmatic project.

## 9. ALTERNATIVES ANALYSIS

Not applicable to this programmatic project.

## 10. OTHER AGENCY INVOLVEMENT

Wastewater Treatment Division Planning staff coordinate closely and regularly with its 34 component agencies on planning, such as capacity needs, sewer plans to accommodate future growth, sharing data, obtaining input on project prioritization, and early consultation on project initiation. The Washington Department of Ecology has a significant role in this program related to its regulator role pertaining to treatment and effluent quality regulations, NPDES operating permitting, and water quality regulation and enforcement.

## 11. ART ELIGIBILITY

This programmatic project addresses treatment process and system capital planning, project identification, and initiation.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Equity and Social Justice (ESJ) impact considerations are reviewed in the planning process, incorporating ESJ Assessment protocol for all projects. Additional information is outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan.

**NARRATIVES** WTC TREATMENT PLANNING PROGRAM 1139042

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Impacts to Strategic Climate Action Plan (SCAP) goals and targets are considered at the conceptual project level and also typically considered in the planning efforts of new projects. This programmatic project will implement the priority action in Section Two of the SCAP (Preparing for Climate Change Impacts) that calls for WTD to incorporate results of an assessment of climate change/rainfall patterns on wastewater treatment and conveyance updates to wastewater planning efforts as well as consider the impacts of sea level rise on treatment facilities. A Sustainability Scorecard will not be prepared for this planning project.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC ELLIOTT WEST CSO PLAN ALT 1139043

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2029 |
| **Location** | 545 Elliott Ave W, Seattle, WA |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 03/03/20 - 07/31/21 | $0 | $183,789 | $0 | $0 | $183,789 |
| **2 Preliminary Design** 07/31/21 - 12/31/21 | $0 | $1,258,792 | $0 | $0 | $1,258,792 |
| **3 Final Design** | $0 | $2,360,080 | $0 | $0 | $2,360,080 |
| **4 Implementation** | $0 | $7,632,176 | $0 | $0 | $7,632,176 |
| **5 Closeout** | $0 | $348,552 | $0 | $0 | $348,552 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$11,783,389** | **$0** | **$0** | **$11,783,389** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $11,783,388 | $0 | $0 | $11,783,388 |
| **Total Revenue** | **$11,783,388** | **$0** | **$0** | **$11,783,388** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ELLIOTT WEST CSO PLAN ALT 1139043

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $183,789 | $0 | $0 | $183,789 |
| 2 Prelim Design | $0 | $0 | $1,258,792 | $0 | $0 | $1,258,792 |
| 3 Final Design | $0 | $0 | $2,360,080 | $0 | $0 | $2,360,080 |
| 4 Implementation | $0 | $0 | $7,632,177 | $0 | $0 | $7,632,177 |
| 5 Closeout | $0 | $0 | $348,551 | $0 | $0 | $348,551 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$11,783,389** | **$0** | **$0** | **$11,783,389** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $183,789 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,258,793 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,360,080 | $0 | $0 | $0 |
| 4 Implementation | $0 | $7,632,177 | $0 | $0 | $0 |
| 5 Closeout | $0 | $348,550 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,783,389** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $183,789 | $183,789 | $0 |
| 2 Preliminary Design | $0 | $1,258,792 | $1,258,792 | $0 |
| 3 Final Design | $0 | $2,360,080 | $2,360,080 | $0 |
| 4 Implementation | $0 | $7,632,176 | $7,632,177 | ($1) |
| 5 Closeout | $0 | $348,552 | $348,551 | $1 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,783,389** | **$11,783,389** | **$0** |

**NARRATIVES** WTC ELLIOTT WEST CSO PLAN ALT 1139043

## Current Scope

Elliott West Combined Sewer Overflow Plan Alternatives - The purpose of this project is to identify improvements that will result in full National Pollutant Discharge Elimination System (NPDES) permit compliance at the Elliott West (EW) Combined Sewer Overflow (CSO) Wet Weather Treatment Station (WWTS).

## 1. PROJECT SCOPE

Elliott West Combined Sewer Overflow Plan Alternatives - The purpose of this project is to identify improvements that will result in full National Pollutant Discharge Elimination System (NPDES) permit compliance at the Elliott West (EW) Combined Sewer Overflow (CSO) Wet Weather Treatment Station (WWTS).

## 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** WTC ELLIOTT WEST CSO PLAN ALT 1139043

## 3. PROJECT JUSTIFICATION

The station has been in operation since 2005 and consists of storage of combined sewage in a 6,200-foot long tunnel underneath Mercer Street, pumping, screening, disinfection and dechlorination, with an outfall discharging 500 feet offshore into Elliott Bay. Although operation of the EW WWTS does improve water quality and substantially reduces the number of untreated CSO events, it has not reliably achieved full NPDES permit compliance during overflow events. The main operational difficulties are related to solids removal, how to measure and account for solids removal (sampling points, flow measurement), compliance with the settleability parameter in the permit (during discharges), post event wet well clean out, chlorine and residual removal dosing, and screening.

## 4. PROJECT BENEFITS/OUTCOMES

Elsewhere in King County, high rate clarification and Ultra Violet (UV) disinfection will be used as a treatment solution for combined sewer overflow. Given the expense of such a treatment solution, it is prudent to perform a comprehensive alternatives analysis that evaluates all known and available alternatives to identify and recommend the best alternative for addressing compliance at Elliott West.

## 5. BUDGET REQUEST BASIS

This project is requesting appropriation to support an alternatives analysis and facility design in the 2021/22 biennium. Further appropriation may be requested in future budget cycles based on the selected alternative as well as the results of the Clean Water Plan and the Long Term Control Plan update.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2

## 8. PROJECT STATUS

Negotiating contract with selected A/E Consulting Firm.

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis and life-cycle-cost analysis will be performed once the project reaches gate 2 or a sufficient level of design.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This project is for planning and alternatives analysis. Art contribution for any construction project resultant of this project will be determined during preliminary design.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to assess and assist in addressing any ESJ impacts related to the development and operation of this wet weather treatment station. Project public involvement plan will incorporate County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering, as applicable). Additional information is outlined in the 2017-2018 Wastewater Treatment Division Business Plan and ESJ work plan.

**NARRATIVES** WTC ELLIOTT WEST CSO PLAN ALT 1139043

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project may provide an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Estimated energy savings are not available at this time and will be determined as project design progresses. Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will maintain the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion. Current C&D diversion rate projection is 85%.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC SP BIOSOLIDS COMPOST PILOT 1139044

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/21/2022 |
| **Location** | King County South Treatment Plant, Renton, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 03/01/19 - 03/04/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 03/04/19 - 12/17/19 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 12/17/19 - 01/28/22 | $0 | $503,402 | $0 | $0 | $503,402 |
| **4 Implementation** 01/28/22 - 08/10/22 | $0 | $2,789,630 | $0 | $0 | $2,789,630 |
| **5 Closeout** 08/10/22 - 11/04/22 | $0 | $181,939 | $0 | $0 | $181,939 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$3,474,971** | **$0** | **$0** | **$3,474,971** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $3,474,971 | $0 | $0 | $3,474,971 |
| **Total Revenue** | **$3,474,971** | **$0** | **$0** | **$3,474,971** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC SP BIOSOLIDS COMPOST PILOT 1139044

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $503,402 | $0 | $0 | $503,402 |
| 4 Implementation | $0 | $0 | $2,789,630 | $0 | $0 | $2,789,630 |
| 5 Closeout | $0 | $0 | $181,939 | $0 | $0 | $181,939 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$3,474,971** | **$0** | **$0** | **$3,474,971** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $503,402 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,789,630 | $0 | $0 | $0 |
| 5 Closeout | $0 | $181,939 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,474,971** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $503,402 | $503,402 | $0 |
| 4 Implementation | $0 | $2,789,630 | $2,789,630 | $0 |
| 5 Closeout | $0 | $181,939 | $181,939 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,474,971** | **$3,474,971** | **$0** |

**NARRATIVES** WTC SP BIOSOLIDS COMPOST PILOT 1139044

## Current Scope

South Treatment Biosolids Compost Pilot - This project is to design, permit, and construction a temporary compost pilot facility at South Treatment Plant to compost Loop biosolids with woody materials to make Class A compost. Once fully operational, the pilot can process up to 500-750 wet tons of class B Loop per year into Class A Loop compost.

## 1. PROJECT SCOPE

South Treatment Biosolids Compost Pilot - This project is to design, permit, and construction a temporary compost pilot facility at South Treatment Plant to compost Loop biosolids with woody materials to make Class A compost. Once fully operational, the pilot can process up to 500-750 wet tons of class B Loop per year into Class A Loop compost.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC SP BIOSOLIDS COMPOST PILOT 1139044

## 3. PROJECT JUSTIFICATION

A class A alternative is needed to diversify the biosolids program distribution and product line, per the King County Biosolids Program Strategic Plan 2018-2037, approved by the Wastewater Treatment Division's (WTD) Management. King County's compost partner, GroCo Inc. closed its business in May 2020, leaving King County without access to a Class A product. This pilot will build trust with regulators, collecting much needed data to support science-based regulations and air emission factors for composting. This pilot is the first step to a Class A alternative. It provides data, proof of concept, and demonstration of composting as a successful management option.

## 4. PROJECT BENEFITS/OUTCOMES

This pilot is the first step to a Class A biosolids management option. It provides data, proof of concept, and demonstration of composting as a successful management option. It will test markets to diversify the biosolids program, drive policy change to enable the option of Class A production and sale at market price, collect data on operating costs, provide a business case for an option to reduce hauling emissions and meet reduction targets, strengthen partnerships through regional organics management and community gardens and urban agriculture.

## 5. BUDGET REQUEST BASIS

This project was previously approved as a minor asset management subproject. The larger scope and higher cost estimate since chartering calls for a stand alone project with individual appropriation. Prior expenditures will be transferred to the standalone project once appropriated.

## 6. FUNDING AND REVENUE DISCUSSION

Loop compost can be sold at retail market price to the public and distributors, generating revenue. While the pilot will be too small to produce significant revenue, this pilot will test pricing strategies and markets to inform a market strategy for a potential larger, permanent facility and provide accurate data to calculate potential revenue.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Potential temporary increase beginning in 2023, for the 3-5 year life of the project. The compost pilot program will be structured based on budget availability and reevaluated in 2022.

## 8. PROJECT STATUS

This project is currently funded as a minor asset management subproject in the process improvement program. Prior expenditures will be transferred to the standalone project once approved and appropriated. Currently in final design and permitting. Scope - on target. 60% design transmitted. Preparing modeling and analysis technical memo to inform permitting strategy. Final design will be completed after permitting is complete. Schedule - on target. Substantial completion scheduled for mid 2022. Budget - on target.

## 9. ALTERNATIVES ANALYSIS

N/A. This project is a temporary pilot project. Technology to pilot was selected from previously conducted feasibility studies and project formulations.

## 10. OTHER AGENCY INVOLVEMENT

King County Wastewater Treatment Division intends to partner with King County Solid Waste Division on this compost pilot project to test composting yard and wood waste with biosolids. Early research produced favorable results.

## 11. ART ELIGIBILITY

This project is a temporary pilot. There are no permanent structures or buildings.

**NARRATIVES** WTC SP BIOSOLIDS COMPOST PILOT 1139044

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Demographic assessment provided on 10/25/19 indicates a moderate to high level of vulnerability among individuals living in the census tract where South Plant is located. Due to the project being located inside the boundaries of the treatment plant, opportunities to advance ESJ in the surrounding communities during construction are few, however there may be more options once the composting pilot is operational. Opportunities to advance ESJ will likely be in the hiring and sourcing process, as well as potential education opportunities such as producing translated signage or outreach materials to internal audiences (local schools that participate in WTD Education and Outreach programs at South Plant, CitySoil Farm partners, etc.). Operational opportunities include continuation and potential expansion of existing grant programs, for example with King Conservation District to provide compost to community gardens in under-served communities with high food insecurity and continued support of CitySoil Farm at South Treatment Plant, which uses compost made with Loop to grow 4,000 pounds of food to support the White Center Food Bank and other community partners each year.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Loop biosolids, in the form of biosolids or biosolids based compost, sequesters carbon and provides a chemical fertilizer offset. Loop is responsible for offsetting 20% of King County's Department of Natural Resources and Parks carbon footprint. This supports Department and Division SCAP targets related to carbon neutrality. In addition, compost is a local, Western Washington biosolids program alternative that or a permanent, larger scale could help WTD reach SCAP greenhouse gas emissions reduction and County vehicle fleet energy use reduction targets. This would occur because more biosolids would be beneficially used locally and long distance hauling of biosolids would be reduced. This pilot project provides proof of concept for a permanent, larger scale compost alternative. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC SP ODOR CONTROL MODS P,S&D 1139045

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/17/2021 |
| **Location** | South Treatment Plant, Renton,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 07/02/18 - 07/02/18 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 07/02/18 - 09/17/19 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 09/17/19 - 06/25/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 02/04/20 - 11/23/21 | $0 | $2,505,613 | $0 | $0 | $2,505,613 |
| **5 Closeout** 12/30/20 - 04/20/22 | $0 | $306,532 | $0 | $0 | $306,532 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,812,145** | **$0** | **$0** | **$2,812,145** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $2,812,145 | $0 | $0 | $2,812,145 |
| **Total Revenue** | **$2,812,145** | **$0** | **$0** | **$2,812,145** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC SP ODOR CONTROL MODS P,S&D 1139045

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $2,505,613 | $0 | $0 | $2,505,613 |
| 5 Closeout | $0 | $0 | $306,532 | $0 | $0 | $306,532 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,812,145** | **$0** | **$0** | **$2,812,145** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,505,612 | $0 | $0 | $0 |
| 5 Closeout | $0 | $306,532 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,812,144** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,505,613 | $2,505,613 | $0 |
| 5 Closeout | $0 | $306,532 | $306,532 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,812,145** | **$2,812,145** | **$0** |

**NARRATIVES** WTC SP ODOR CONTROL MODS P,S&D 1139045

## Current Scope

South Plant Odor Control Modifications at Primary, Secondary and Dissolved Air Flotation Thickening - A Technical Memo titled "Condition Assessment of the South Plant Odor Control Systems" was issued in September 2017. The scope of this project is based on the findings of that Technical Memo. The scope of this project is to: 1) Design necessary improvements at South Plant Primary, Secondary, and Dissolved Air Flotation Thickening (DAFT) Odor Control 2) Develop construction contract documents. 3) Procure a construction contractor and implement the necessary improvements.

## 1. PROJECT SCOPE

South Plant Odor Control Modifications at Primary, Secondary and Dissolved Air Flotation Thickening - A Technical Memo titled "Condition Assessment of the South Plant Odor Control Systems" was issued in September 2017. The scope of this project is based on the findings of that Technical Memo. The scope of this project is to: 1) Design necessary improvements at South Plant Primary, Secondary, and Dissolved Air Flotation Thickening (DAFT) Odor Control 2) Develop construction contract documents. 3) Procure a construction contractor and implement the necessary improvements.

# Capital Appropriation Proposal



**NARRATIVES** WTC SP ODOR CONTROL MODS P,S&D 1139045

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

A Technical Memo (TM) titled "Condition Assessment of the South Plant Odor Control Systems" was issued in September 2017 and determined improvements to be made based on an evaluation of the following: - The remaining life of the overall systems. - If the equipment is operating correctly and as designed. - Rate the performance of each system in terms of meeting Puget Sound Clean Air Agency (PSCAA) permit requirements and the ability of the system to continue to meet regulatory requirements in the future. The recommended improvements are needed to improve performance and continue to meet permit compliance.

## 4. PROJECT BENEFITS/OUTCOMES

The project will improve performance of the Primary, Secondary, and DAFT Odor Control systems and ensure that permit compliance is maintained. The project will also improve capture and treatment of odorous emissions, thus maintaining the "good neighbor" policy for WTD facilities.

## 5. BUDGET REQUEST BASIS

This project is requesting appropriation to cover forecasted costs in 2021 and 2022, as well as previously expended costs from the minor asset management subproject, which will be transferred once this new standalone project is approved and appropriated.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

There is likely to be an overall decrease in operational budget. Improvements and repairs through this project will decrease the risk of future corrosion and extend the life of equipment serving the primary, secondary, and DAFT odor control systems.

## 8. PROJECT STATUS

This project is currently funded as a minor asset management subproject in the odor/corrosion program. Due to size and complexity, WTD is now requesting standalone appropriation for this work. The project is currently in construction phase for the DAFT Carbon Odor Reduction Tower (ORT) carbon replacement, and is currently in final design phase for the Primary & Secondary Odor Control improvements. For the remainder of 2020, the project will complete the carbon replacement for the DAFT Carbon ORT and will begin construction work on the Primary & Secondary Odor Control Improvements.

## 9. ALTERNATIVES ANALYSIS

Two alternatives were considered : 1) Install a permanent platform to provide future access to the DAFT carbon Odor Reduction Tower (ORT) and 2) No permanent platform, meaning future access would entail the continued use of temporary access for carbon sampling or carbon replacement. The project team selected Alternative 2 (no permanent platform); the permanent platform was deemed infeasible due to space constraints surrounding the ORT.

## 10. OTHER AGENCY INVOLVEMENT

Puget Sound Clean Air Agency (PSCAA) was contacted and notified of this project.

## 11. ART ELIGIBILITY

The project is not Art eligible because it consists of only regular maintenance/repairs of equipment.

**NARRATIVES** WTC SP ODOR CONTROL MODS P,S&D 1139045

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

South Treatment Plant (census tract 262) has a total population of 5,685 people and an Overall Opportunity Index of 0.72, which indicates a moderate to high level of vulnerability among individuals living in the census tract. Three of the four themes—Social Economic Status, Race/Ethnicity and Language, and Housing and Transportation—have significantly higher levels of vulnerability than the WTD median. Notably, the per capita income is $25,383, which is roughly $16,000 less than the WTD median. The census tract also has higher than median values for people of color, individuals with no high school diploma, and multi-unit structures. Opportunities to advance equity and social justice during construction will likely be in any opportunities in the hiring and sourcing process. This may include working with contractors that offer apprenticeship programs aimed at local workers or hiring a local company. The project scope indicates that all work should occur inside the existing plant boundaries and should produce few impacts to the community during construction, unless there are any planned gas releases during construction that near neighbors should be notified of in advance. The goal of this project is to modify and refurbish the odor control system to improve performance and permit compliance. Ensuring that fewer odors impact near neighbors of South Treatment Plant reduces negative impacts to quality of life and furthers the goal of healthy built and natural environment.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Estimated energy savings are not available at this time and will be determined as project design progresses. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. However, Platinum may not be possible partly because the project will not be able to meet the 85% target rate for construction and demolition material diversion from landfills. At a minimum, the project is expected achieve the Gold level.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Bellevue Interceptor Rehabilitation (WTC BELLEVUE INTERCEPTOR REHAB) 1139047

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Bellevue, WA |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 04/30/23 | $0 | $0 | $279,120 | $0 | $279,120 |
| **2 Preliminary Design** 05/01/23 - 11/30/23 | $0 | $0 | $2,397,919 | $0 | $2,397,919 |
| **3 Final Design** 12/01/23 - 08/31/24 | $0 | $0 | $3,679,357 | $2,755,374 | $6,434,731 |
| **4 Implementation** 09/01/24 - 09/30/26 | $0 | $0 | $0 | $20,871,299 | $20,871,299 |
| **5 Closeout** 10/01/26 - 12/31/26 | $0 | $0 | $0 | $209,831 | $209,831 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$6,356,396** | **$23,836,504** | **$30,192,900** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $6,356,396 | $23,836,505 | $30,192,901 |
| **Total Revenue** | **$0** | **$6,356,396** | **$23,836,505** | **$30,192,901** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC BELLEVUE INTERCEPTOR REHAB 1139047

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $279,120 | $0 | $279,120 |
| 2 Prelim Design | $0 | $0 | $0 | $2,397,919 | $0 | $2,397,919 |
| 3 Final Design | $0 | $0 | $0 | $3,679,357 | $2,755,374 | $6,434,731 |
| 4 Implementation | $0 | $0 | $0 | $0 | $20,871,299 | $20,871,299 |
| 5 Closeout | $0 | $0 | $0 | $0 | $209,831 | $209,831 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$6,356,396** | **$23,836,504** | **$30,192,900** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $279,120 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $2,397,919 | $0 | $0 | $0 |
| 3 Final Design | $0 | $6,434,731 | $0 | $0 | $0 |
| 4 Implementation | $0 | $20,871,299 | $0 | $0 | $0 |
| 5 Closeout | $0 | $209,831 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$30,192,900** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC BELLEVUE INTERCEPTOR REHAB 1139047

## Current Scope

Bellevue Interceptor Rehabilitation - This project will rehabilitate or replace 6,250 feet of 18, 21, and 27-inch diameter reinforced concrete Bellevue Interceptor pipeline located in Bellevue.

## 1. PROJECT SCOPE

Bellevue Interceptor Rehabilitation - This project will rehabilitate or replace 6,250 feet of 18, 21, and 27-inch diameter reinforced concrete Bellevue Interceptor pipeline located in Bellevue.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC BELLEVUE INTERCEPTOR REHAB 1139047

## 3. PROJECT JUSTIFICATION

This pipeline has severe corrosion throughout due to hydrogen sulfide, putting it at risk of structural failure. The pipeline is located in an area zoned for residential and commercial use and is adjacent to Bellevue Way. The risk of asset failure includes a potential overflow of 10 million gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2023.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2. A preliminary options analysis will be performed as part of the capital project formulation.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There are limited opportunities outside of contracting for this project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC BELLEVUE INTERCEPTOR REHAB 1139047

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Lake Ballinger PS Upgrade (WTC LAKE BALLINGER PS UPGRADE) 1139048

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Lake Ballinger Pump Station, Shoreline, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 06/30/23 | $0 | $0 | $191,785 | $0 | $191,785 |
| **2 Preliminary Design** 07/01/23 - 04/30/24 | $0 | $0 | $775,834 | $0 | $775,834 |
| **3 Final Design** 05/01/24 - 07/31/25 | $0 | $0 | $784,529 | $2,154,385 | $2,938,914 |
| **4 Implementation** 08/01/25 - 09/30/28 | $0 | $0 | $0 | $4,292,044 | $4,292,044 |
| **5 Closeout** 10/01/28 - 12/31/28 | $0 | $0 | $0 | $297,477 | $297,477 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,752,148** | **$6,743,906** | **$8,496,054** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $1,752,148 | $6,743,906 | $8,496,054 |
| **Total Revenue** | **$0** | **$1,752,148** | **$6,743,906** | **$8,496,054** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC LAKE BALLINGER PS UPGRADE 1139048

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $191,785 | $0 | $191,785 |
| 2 Prelim Design | $0 | $0 | $0 | $775,834 | $0 | $775,834 |
| 3 Final Design | $0 | $0 | $0 | $784,529 | $2,154,385 | $2,938,914 |
| 4 Implementation | $0 | $0 | $0 | $0 | $4,292,044 | $4,292,044 |
| 5 Closeout | $0 | $0 | $0 | $0 | $297,477 | $297,477 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,752,148** | **$6,743,906** | **$8,496,054** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $191,785 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $775,834 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,938,914 | $0 | $0 | $0 |
| 4 Implementation | $0 | $15,686,152 | $0 | $0 | $0 |
| 5 Closeout | $0 | $297,477 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$19,890,162** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC LAKE BALLINGER PS UPGRADE 1139048

## Current Scope

Lake Ballinger Pump Station Upgrade - This project will upgrade the Lake Ballinger Pump Station (LBPS) in Shoreline to a level of service needed to accommodate projected flow levels and extend the useful life of the facility.

## 1. PROJECT SCOPE

Lake Ballinger Pump Station Upgrade - This project will upgrade the Lake Ballinger Pump Station (LBPS) in Shoreline to a level of service needed to accommodate projected flow levels and extend the useful life of the facility.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC LAKE BALLINGER PS UPGRADE 1139048

## 3. PROJECT JUSTIFICATION

The pumps at the LBPS are maintenance-intensive, vibrate excessively, clog frequently and are generally a source of concern for operations and maintenance staff. Failure to address the conditions of this aging station could result in the station becoming unable to pump incoming flow. The station is critical for adhering to a flow swap agreement with the City of Edmonds, and in case of a station outage, there is limited storage volume to provide a buffer before upstream overflows occur. The overflow path is in a sensitive area in terms of visibility and ecological impact. Many equipment and systems are operating beyond their useful life expectancy.

## 4. PROJECT BENEFITS/OUTCOMES

This project will deliver capacity improvements to the wastewater conveyance system and ensure ongoing operation of critical wastewater treatment assets.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2023.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project has completed a project formulation process to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to Gate 2. A preliminary options analysis was performed as part of the project formulation.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Project will replace existing equipment and is not anticipated to be visible or accessible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. The project is located in areas with some of the highest SVI scores in the region. An ESJ action plan will be established for the project. Upgraded pump station can improve water quality of nearby recreational water body by preventing future overflows. Both socioeconomic and racial diversity SVI indices indicate high opportunity for partnership and collaboration with priority populations. Opportunities are possibly overstated and may not be achieved. Overall Opportunity Index: 0.78 Socioeconomic Status Opportunity Index: 0.76 Household Composition Opportunity Index: 0.29 Race/Ethnicity Index: 0.85 Housing and Transportation Opportunity Index: 0.79

**NARRATIVES** WTC LAKE BALLINGER PS UPGRADE 1139048

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Potential energy savings would result from the installation of more energy efficient equipment. Estimated energy savings are not available at this time and will be determined as project design progresses. Energy-related cost sharing or grants may be available. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## ESI Section 8 Rehabilitation (WTC ESI SECTION 8 REHAB) 1139049

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Factoria neighborhood of Bellevue, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 05/31/23 | $0 | $0 | $308,722 | $0 | $308,722 |
| **2 Preliminary Design** 06/01/23 - 01/31/24 | $0 | $0 | $926,166 | $0 | $926,166 |
| **3 Final Design** 02/01/24 - 01/31/25 | $0 | $0 | $5,249,910 | $2,025,196 | $7,275,106 |
| **4 Implementation** 02/01/25 - 09/30/27 | $0 | $0 | $0 | $30,290,139 | $30,290,139 |
| **5 Closeout** 10/01/27 - 12/31/27 | $0 | $0 | $0 | $1,012,598 | $1,012,598 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$6,484,798** | **$33,327,933** | **$39,812,731** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $6,484,798 | $33,327,933 | $39,812,731 |
| **Total Revenue** | **$0** | **$6,484,798** | **$33,327,933** | **$39,812,731** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ESI SECTION 8 REHAB 1139049

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $308,722 | $0 | $308,722 |
| 2 Prelim Design | $0 | $0 | $0 | $926,166 | $0 | $926,166 |
| 3 Final Design | $0 | $0 | $0 | $5,249,910 | $2,025,196 | $7,275,106 |
| 4 Implementation | $0 | $0 | $0 | $0 | $30,290,139 | $30,290,139 |
| 5 Closeout | $0 | $0 | $0 | $0 | $1,012,598 | $1,012,598 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$6,484,798** | **$33,327,933** | **$39,812,731** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $308,722 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $926,166 | $0 | $0 | $0 |
| 3 Final Design | $0 | $7,275,107 | $0 | $0 | $0 |
| 4 Implementation | $0 | $38,290,138 | $0 | $0 | $0 |
| 5 Closeout | $0 | $1,012,598 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$47,812,731** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC ESI SECTION 8 REHAB 1139049

## Current Scope

East Side Interceptor Section 8 Rehabilitation - The scope of this project is to rehabilitate or replace 5,630 feet of 72-inch diameter reinforced concrete East Side Interceptor (ESI) pipeline located in Bellevue, WA.

## 1. PROJECT SCOPE

East Side Interceptor Section 8 Rehabilitation - The scope of this project is to rehabilitate or replace 5,630 feet of 72-inch diameter reinforced concrete East Side Interceptor (ESI) pipeline located in Bellevue, WA.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC ESI SECTION 8 REHAB 1139049

## 3. PROJECT JUSTIFICATION

This pipeline has severe corrosion throughout due to hydrogen sulfide and is at high risk of failure. The pipeline is located in an area zoned for commercial and residential use and partially runs underneath the I-405 freeway. The risk of asset failure includes potential overflow of 31.9 million gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other public health and safety impacts due to pipe failure.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2. A preliminary options analysis will be performed as part of the capital project formulation.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. There is limited opportunity other than through contracting with pursuing CWAs and SCS, as this exceeds the CWA threshold.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC ESI SECTION 8 REHAB 1139049

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SP Dewatering Chemical ORT System and Mist Eliminators Addition (WTC SP DEWATER CHEM ORT SYSTEM) 1139050

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | South Treatment Plant, Renton, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 04/30/23 | $0 | $0 | $72,502 | $0 | $72,502 |
| **2 Preliminary Design** 05/01/23 - 11/30/23 | $0 | $0 | $217,507 | $0 | $217,507 |
| **3 Final Design** 12/01/23 - 08/31/24 | $0 | $0 | $893,488 | $163,847 | $1,057,335 |
| **4 Implementation** 09/01/24 - 09/30/26 | $0 | $0 | $0 | $4,118,155 | $4,118,155 |
| **5 Closeout** 10/01/26 - 12/31/26 | $0 | $0 | $0 | $81,923 | $81,923 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,183,497** | **$4,363,925** | **$5,547,422** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $1,183,497 | $4,363,925 | $5,547,422 |
| **Total Revenue** | **$0** | **$1,183,497** | **$4,363,925** | **$5,547,422** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC SP DEWATER CHEM ORT SYSTEM 1139050

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $72,502 | $0 | $72,502 |
| 2 Prelim Design | $0 | $0 | $0 | $217,507 | $0 | $217,507 |
| 3 Final Design | $0 | $0 | $0 | $893,488 | $163,847 | $1,057,335 |
| 4 Implementation | $0 | $0 | $0 | $0 | $4,118,155 | $4,118,155 |
| 5 Closeout | $0 | $0 | $0 | $0 | $81,923 | $81,923 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,183,497** | **$4,363,925** | **$5,547,422** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $72,502 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $217,506 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,057,335 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,118,155 | $0 | $0 | $0 |
| 5 Closeout | $0 | $81,923 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,547,421** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC SP DEWATER CHEM ORT SYSTEM 1139050

## Current Scope

South Plant Dewatering Chemical Odor Reduction Tower System - The goal of this project is to modify and refurbish the South Plant (SP) Dewatering Chemical Odor Reduction Tower (ORT) System to improve odor treatment efficiency, reduce the negative impacts caused by mist carry-over on downstream odor treatment processes, and ensure continued compliance with Puget Sound Clean Air Agency (PSCAA) permit requirements.

## 1. PROJECT SCOPE

South Plant Dewatering Chemical Odor Reduction Tower System - The goal of this project is to modify and refurbish the South Plant (SP) Dewatering Chemical Odor Reduction Tower (ORT) System to improve odor treatment efficiency, reduce the negative impacts caused by mist carry-over on downstream odor treatment processes, and ensure continued compliance with Puget Sound Clean Air Agency (PSCAA) permit requirements.

# Capital Appropriation Proposal



**NARRATIVES** WTC SP DEWATER CHEM ORT SYSTEM 1139050

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The existing Chemical ORT system has deficiencies that result in increased operations and maintenance (O&M) costs and reduced odor treatment efficiency of this system and the downstream carbon odor scrubber. Chemicals corrode downstream equipment and collect within the carbon beds, cementing the carbon particles into a solid mass with reduced porosity and odor treatment capacity. This increases operating costs for repairing corrosion damage and increasing the frequency of carbon replacement.

## 4. PROJECT BENEFITS/OUTCOMES

The proposed mist elimination equipment would take the place of a failed heat exchanger that failed to effectively limit carry-over mist from the Chemical ORTs to the carbon scrubber and will be a more energy efficient and reliable method at minimizing the mist carry-over problem.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2023.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2. A preliminary options analysis will be performed as part of the project formulation to develop conceptual planning level of scope, schedule, and budget.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

This project is to refurbish existing equipment and is not accessible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Overall Opportunity Index: 0.72 Socioeconomic Status Opportunity Index: 0.71 Household Composition Opportunity Index: 0.19 Race/Ethnicity Index: 0.92 Housing and Transportation Opportunity Index: 0.69

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

**NARRATIVES** WTC SP DEWATER CHEM ORT SYSTEM 1139050

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## West Point EPS Isolation Gate Rehabilitation (WTC WP EPS GATE REHAB) 1139051

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West Point Treatment Plant, Magnolia, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 05/31/23 | $0 | $0 | $122,140 | $0 | $122,140 |
| **2 Preliminary Design** 06/01/23 - 01/31/24 | $0 | $0 | $366,421 | $0 | $366,421 |
| **3 Final Design** 02/01/24 - 01/31/25 | $0 | $0 | $858,973 | $318,644 | $1,177,617 |
| **4 Implementation** 02/01/25 - 09/30/27 | $0 | $0 | $0 | $3,972,216 | $3,972,216 |
| **5 Closeout** 10/01/27 - 12/31/27 | $0 | $0 | $0 | $159,322 | $159,322 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,347,534** | **$4,450,182** | **$5,797,716** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $1,347,535 | $4,450,184 | $5,797,719 |
| **Total Revenue** | **$0** | **$1,347,535** | **$4,450,184** | **$5,797,719** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC WP EPS GATE REHAB 1139051

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $122,140 | $0 | $122,140 |
| 2 Prelim Design | $0 | $0 | $0 | $366,421 | $0 | $366,421 |
| 3 Final Design | $0 | $0 | $0 | $858,973 | $318,644 | $1,177,617 |
| 4 Implementation | $0 | $0 | $0 | $0 | $3,972,216 | $3,972,216 |
| 5 Closeout | $0 | $0 | $0 | $0 | $159,322 | $159,322 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,347,534** | **$4,450,182** | **$5,797,716** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $122,141 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $366,421 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,177,618 | $0 | $0 | $0 |
| 4 Implementation | $0 | $6,572,216 | $0 | $0 | $0 |
| 5 Closeout | $0 | $159,322 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,397,718** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC WP EPS GATE REHAB 1139051

## Current Scope

West Point Effluent Pump Station Gate Rehabilitation - The main objective of this project is to restore full functionality to the Effluent Pump Station (EPS) effluent pump isolation gates at the West Point Treatment Plant (WPTP). All gates were installed in the early 1990s, have since deteriorated, and are approaching the end of useful life. Two of the gates have failed and are not in service. The gates are located in active and critical process locations within the plant and do not have adequate provisions to safely isolate the gates for inspection, repair, or replacement.

## 1. PROJECT SCOPE

West Point Effluent Pump Station Gate Rehabilitation - The main objective of this project is to restore full functionality to the Effluent Pump Station (EPS) effluent pump isolation gates at the West Point Treatment Plant (WPTP). All gates were installed in the early 1990s, have since deteriorated, and are approaching the end of useful life. Two of the gates have failed and are not in service. The gates are located in active and critical process locations within the plant and do not have adequate provisions to safely isolate the gates for inspection, repair, or replacement.

# Capital Appropriation Proposal



**NARRATIVES** WTC WP EPS GATE REHAB 1139051

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Currently the isolation gates are not functional. The plant does not have the ability to safely isolate and fully maintain the pumps. An EPS pump or piping failure would impact the ability to pump effluent and could cause a bypass event in high flows. If the plant was unable to isolate the problem pump from the wet well, the entire EPS would need to be shut down. The current gates were manufactured in 1991.

## 4. PROJECT BENEFITS/OUTCOMES

This project will restore the current isolation gates to full functionality, reducing the risk of flooding or untreated discharge event during high flows.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2023.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing a project formulation process to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to gate 2. A preliminary alternatives analysis has been performed as part of the project formulation.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

This project is to refurbish/replace existing equipment and is not accessible or visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Overall Opportunity Index: 0.04 Socioeconomic Status Opportunity Index: 0.01 Household Composition Opportunity Index: 0.16 Race/Ethnicity Index: 0.23 Housing and Transportation Opportunity Index: 0.16

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** WTC WP EPS GATE REHAB 1139051

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WP Instrument & Service Air Replacement (WTC WP INSTR SERV AIR REPLACE) 1139052

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West Point Treatment Plant, Magnolia, Seattle, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/31/23 | $0 | $0 | $184,112 | $0 | $184,112 |
| **2 Preliminary Design** 04/01/23 - 09/30/23 | $0 | $0 | $552,337 | $0 | $552,337 |
| **3 Final Design** 10/01/23 - 03/31/24 | $0 | $0 | $1,237,829 | $212,494 | $1,450,323 |
| **4 Implementation** 04/01/24 - 09/30/25 | $0 | $0 | $2,588,753 | $3,286,646 | $5,875,399 |
| **5 Closeout** 10/01/25 - 12/31/25 | $0 | $0 | $0 | $106,247 | $106,247 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$4,563,031** | **$3,605,387** | **$8,168,418** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $4,563,031 | $3,605,387 | $8,168,418 |
| **Total Revenue** | **$0** | **$4,563,031** | **$3,605,387** | **$8,168,418** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC WP INSTR SERV AIR REPLACE 1139052

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $184,112 | $0 | $184,112 |
| 2 Prelim Design | $0 | $0 | $0 | $552,337 | $0 | $552,337 |
| 3 Final Design | $0 | $0 | $0 | $1,237,829 | $212,494 | $1,450,323 |
| 4 Implementation | $0 | $0 | $0 | $2,588,753 | $3,286,646 | $5,875,399 |
| 5 Closeout | $0 | $0 | $0 | $0 | $106,247 | $106,247 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$4,563,031** | **$3,605,387** | **$8,168,418** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $184,112 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $552,337 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,450,323 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,875,399 | $0 | $0 | $0 |
| 5 Closeout | $0 | $106,247 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,168,418** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC WP INSTR SERV AIR REPLACE 1139052

## Current Scope

West Point Instrument Service Air Replacement - The main objective of this project is to upgrade and relocate the end-of-life instrument air (IA) and service air (SA) equipment, including new piping, in the raw sewage pump (RSP) and oxygen generation and dissolution system (OGADS) buildings to another location at the West Point Treatment Plant (WPTP). The IA system uses three compressors and two air dryers to provide clean, dry, compressed air to bubblers, control valve actuators, and other instrumentation. The SA system uses two compressors to supply compressed air throughout the plant for utility purposes, such as unclogging pumps, and to power portable tools and equipment.

## 1. PROJECT SCOPE

West Point Instrument Service Air Replacement - The main objective of this project is to upgrade and relocate the end-of-life instrument air (IA) and service air (SA) equipment, including new piping, in the raw sewage pump (RSP) and oxygen generation and dissolution system (OGADS) buildings to another location at the West Point Treatment Plant (WPTP). The IA system uses three compressors and two air dryers to provide clean, dry, compressed air to bubblers, control valve actuators, and other instrumentation. The SA system uses two compressors to supply compressed air throughout the plant for utility purposes, such as unclogging pumps, and to power portable tools and equipment.

# Capital Appropriation Proposal



**NARRATIVES** WTC WP INSTR SERV AIR REPLACE 1139052

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The IA and SA systems are essential to plant operations, and therefore if they are not upgraded, may eventually lead to plant failure, untreated wastewater discharges, and permit violation. The current air compressors are at the end of their useful life. Equipment is failing, obsolete, and replacement parts are increasingly hard to find. In addition, currently the systems are in two different buildings that have space and configuration constraints.

## 4. PROJECT BENEFITS/OUTCOMES

In addition to the primary benefit of preventing failure of critical wastewater treatment systems, this project will likely provide some energy and labor savings associated with the upgrade.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2022/23 biennial budget. Expenditures are forecasted to start in 2023.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2. Energy savings are currently anticipated but not quantified.

## 8. PROJECT STATUS

New. This project is undergoing a project formulation process to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to gate 2. A preliminary alternatives analysis will be performed as part of the formulation project.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Project is replacing existing equipment and is not accessible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Overall Opportunity Index: 0.04 Socioeconomic Status Opportunity Index: 0.01 Household Composition Opportunity Index: 0.16 Race/Ethnicity Index: 0.23 Housing and Transportation Opportunity Index: 0.16. Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

**NARRATIVES** WTC WP INSTR SERV AIR REPLACE 1139052

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Potential energy savings would result from the installation of more efficient air dryers and other system improvements. Estimated energy savings are not available at this time and will be determined as project design progresses. Energy-related cost sharing or utility grants may be available. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## South Plant Screening Dewatering Units Replacement (WTC SP SCRN DWTR UNITS REPLACE) 1139053

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | South Treatment Plant, Renton, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 04/30/23 | $0 | $0 | $56,250 | $0 | $56,250 |
| **2 Preliminary Design** 05/01/23 - 11/30/23 | $0 | $0 | $168,750 | $0 | $168,750 |
| **3 Final Design** 12/01/23 - 08/31/24 | $0 | $0 | $1,516,000 | $435,469 | $1,951,469 |
| **4 Implementation** 09/01/24 - 09/30/26 | $0 | $0 | $0 | $8,629,272 | $8,629,272 |
| **5 Closeout** 10/01/26 - 12/31/26 | $0 | $0 | $0 | $217,735 | $217,735 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,741,000** | **$9,282,476** | **$11,023,476** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $1,741,000 | $9,282,476 | $11,023,476 |
| **Total Revenue** | **$0** | **$1,741,000** | **$9,282,476** | **$11,023,476** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC SP SCRN DWTR UNITS REPLACE 1139053

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $56,250 | $0 | $56,250 |
| 2 Prelim Design | $0 | $0 | $0 | $168,750 | $0 | $168,750 |
| 3 Final Design | $0 | $0 | $0 | $1,516,000 | $435,469 | $1,951,469 |
| 4 Implementation | $0 | $0 | $0 | $0 | $8,629,272 | $8,629,272 |
| 5 Closeout | $0 | $0 | $0 | $0 | $217,735 | $217,735 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,741,000** | **$9,282,476** | **$11,023,476** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $56,250 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $168,750 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,951,470 | $0 | $0 | $0 |
| 4 Implementation | $0 | $8,629,272 | $0 | $0 | $0 |
| 5 Closeout | $0 | $217,735 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,023,477** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC SP SCRN DWTR UNITS REPLACE 1139053

## Current Scope

South Plant Screening Dewatering Units Replacement - The main objective of this project is to replace obsolete dewatering equipment at the South Treatment Plant in Renton. Equipment requiring replacement includes grit classifiers, Hycor screening units and washer monsters (industry named). This project will update the equipment and add reliability to the system by adding a second washer monster. This equipment removes water and organic material from grit that has been removed from the wastewater process prior to disposal.

## 1. PROJECT SCOPE

South Plant Screening Dewatering Units Replacement - The main objective of this project is to replace obsolete dewatering equipment at the South Treatment Plant in Renton. Equipment requiring replacement includes grit classifiers, Hycor screening units and washer monsters (industry named). This project will update the equipment and add reliability to the system by adding a second washer monster. This equipment removes water and organic material from grit that has been removed from the wastewater process prior to disposal.

# Capital Appropriation Proposal



**NARRATIVES** WTC SP SCRN DWTR UNITS REPLACE 1139053

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The equipment requiring replacement in this project was installed between 1987 and 1997 and has reached the end of its useful life. The Wastewater Treatment Division (WTD) annually expends up to half the cost of a new machine to maintain the existing units. If the equipment is not replaced, the risk of a critical component failing with long lead time for replacement elevates the risk of process interruption and doubling the load on the remaining units.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will help to prevent process interruptions in screening and dewatering, a critical component of the effluent permit requirements at the South Treatment Plant. It will also reduce costly ongoing maintenance to the current system in addition to adding another washer monster for resiliency.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2023.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to Gate 2. A preliminary options analysis will be performed as part of the formulation project.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

This project is replacing existing equipment and is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. The project is located in areas with some of the highest SVI scores in the region. An ESJ action plan will be established for the project. Overall Opportunity Index: 0.72 Socioeconomic Status Opportunity Index: 0.71 Household Composition Opportunity Index: 0.19 Race/Ethnicity Index: 0.92 Housing and Transportation Opportunity Index: 0.69

**NARRATIVES** WTC SP SCRN DWTR UNITS REPLACE 1139053

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Potential energy savings would result from the installation of higher efficiency motors and a unified process flow. Estimated energy savings are not available at this time and will be determined as project design progresses. Utility grants may be available for this project. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## HVAC Replacements and Refurbishments (WTC HVAC REPLACE AND REFURBISH) 1139054

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC HVAC REPLACE AND REFURBISH |
| **Substantial Completion** | |
| **Location** | Various WTD facilities. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 05/31/23 | $0 | $0 | $336,848 | $0 | $336,848 |
| **2 Preliminary Design** 06/01/23 - 01/31/24 | $0 | $0 | $1,010,545 | $0 | $1,010,545 |
| **3 Final Design** 02/01/24 - 01/31/25 | $0 | $0 | $2,362,073 | $106,757 | $2,468,830 |
| **4 Implementation** 02/01/25 - 09/30/27 | $0 | $0 | $0 | $5,129,775 | $5,129,775 |
| **5 Closeout** 10/01/27 - 12/31/27 | $0 | $0 | $0 | $53,378 | $53,378 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$3,709,466** | **$5,289,910** | **$8,999,376** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $3,709,467 | $5,289,910 | $8,999,377 |
| **Total Revenue** | **$0** | **$3,709,467** | **$5,289,910** | **$8,999,377** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC HVAC REPLACE AND REFURBISH 1139054

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $336,848 | $0 | $336,848 |
| 2 Prelim Design | $0 | $0 | $0 | $1,010,545 | $0 | $1,010,545 |
| 3 Final Design | $0 | $0 | $0 | $2,362,073 | $106,757 | $2,468,830 |
| 4 Implementation | $0 | $0 | $0 | $0 | $5,129,775 | $5,129,775 |
| 5 Closeout | $0 | $0 | $0 | $0 | $53,378 | $53,378 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$3,709,466** | **$5,289,910** | **$8,999,376** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $336,848 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,010,545 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,468,830 | $0 | $0 | $0 |
| 4 Implementation | $0 | $7,436,161 | $0 | $0 | $0 |
| 5 Closeout | $0 | $53,379 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,305,763** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC HVAC REPLACE AND REFURBISH 1139054

## Current Scope

Heating, Ventilation, and Air Conditioning (HVAC) Replacement and Refurbishment - The primary scope of this programmatic project is to strategically replace failing critical infrastructure within the Wastewater Treatment Division's (WTD)'s heating, ventilation, and air conditioning (HVAC) systems. HVAC systems are critical infrastructure that requires functionality as designed in order to directly support the treatment of wastewater. WTD's HVAC systems are at a critical point of needing directed funding for equipment replacement. Extensive HVAC equipment at various WTD's facilities are experiencing failure or are past the end of their useful life. This funding will apply to HVAC replacement and refurbishment up to approximately $500,000. This programmatic project or "roll-up" will be ongoing in order to keep our HVAC systems operating as designed. Specialized HVAC equipment projects exceeding the roll-up fund availability of $500,000 will be implemented as standalone capital projects.

# Capital Appropriation Proposal



**NARRATIVES** WTC HVAC REPLACE AND REFURBISH 1139054

## 1. PROJECT SCOPE

Heating, Ventilation, and Air Conditioning (HVAC) Replacement and Refurbishment - The primary scope of this programmatic project is to strategically replace failing critical infrastructure within the Wastewater Treatment Division's (WTD)'s heating, ventilation, and air conditioning (HVAC) systems. HVAC systems are critical infrastructure that requires functionality as designed in order to directly support the treatment of wastewater. WTD's HVAC systems are at a critical point of needing directed funding for equipment replacement. Extensive HVAC equipment at various WTD's facilities are experiencing failure or are past the end of their useful life. This funding will apply to HVAC replacement and refurbishment up to approximately $500,000. This programmatic project or "roll-up" will be ongoing in order to keep our HVAC systems operating as designed. Specialized HVAC equipment projects exceeding the roll-up fund availability of $500,000 will be implemented as standalone capital projects.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

WTD's HVAC systems are at a critical point, and many have already failed. The systems must be brought back to operable condition in order to provide a safe environment for staff and meet space air change and fresh air code requirements. Extensive HVAC equipment and controls are now obsolete and difficult to maintain without available replacement parts. Additionally, a large amount of HVAC equipment is run on antiquated operating systems and must be upgraded in order to safely integrate/communicate with the plant systems.

## 4. PROJECT BENEFITS/OUTCOMES

In addition to ensuring ongoing operation without interruption of these critical systems, the HVAC replacement program would also provide benefits associated with operational enhancements, regulatory requirements, and resource recovery efforts. (1) Actual operability of HVAC equipment, as well as additional system control, will benefit operations. (2) Fixing systems to provide required air changes and fresh air requirements addresses regulatory issues such as space air change and fresh air code requirements. (3) Replacing HVAC equipment and controls will allow for optimization of systems including energy efficiency and cost savings.

## 5. BUDGET REQUEST BASIS

This program is not yet requesting appropriation. Appropriation for this program may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2023.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2, on the individual subprojects chartered in this program.

## 8. PROJECT STATUS

This project has not yet started.

## 9. ALTERNATIVES ANALYSIS

The subprojects in this program will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

This program is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

This project will replace existing equipment that is not visible to the public.

**NARRATIVES** WTC HVAC REPLACE AND REFURBISH 1139054

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program provides an opportunity for WTD to make significant progress towards the SCAP target for normalized energy use reduction in County owned facilities as a result of HVAC system efficiencies. Estimated energy savings are not available at this time and will be determined as project designs progress. This program may also reduce fossil fuel consumption. Utility and other grants may be available for projects in this program. A programmatic WTD Sustainability Scorecard will be prepared for this program. It will strive for the Platinum level. Individual projects will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## ESI Section 10 Rehabilitation (WTC ESI SECTION 10 REHAB) 1139055

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Bellevue, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 05/31/24 | $0 | $0 | $171,293 | $0 | $171,293 |
| **2 Preliminary Design** 06/01/24 - 01/31/25 | $0 | $0 | $599,524 | $0 | $599,524 |
| **3 Final Design** 02/01/25 - 01/31/26 | $0 | $0 | $256,939 | $2,390,788 | $2,647,727 |
| **4 Implementation** 02/01/26 - 09/30/28 | $0 | $0 | $0 | $7,898,477 | $7,898,477 |
| **5 Closeout** 10/01/28 - 12/31/28 | $0 | $0 | $0 | $719,975 | $719,975 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,027,756** | **$11,009,240** | **$12,036,996** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $1,027,756 | $11,009,240 | $12,036,996 |
| **Total Revenue** | **$0** | **$1,027,756** | **$11,009,240** | **$12,036,996** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ESI SECTION 10 REHAB 1139055

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $171,293 | $0 | $171,293 |
| 2 Prelim Design | $0 | $0 | $0 | $599,524 | $0 | $599,524 |
| 3 Final Design | $0 | $0 | $0 | $256,939 | $2,390,788 | $2,647,727 |
| 4 Implementation | $0 | $0 | $0 | $0 | $7,898,477 | $7,898,477 |
| 5 Closeout | $0 | $0 | $0 | $0 | $719,975 | $719,975 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,027,756** | **$11,009,240** | **$12,036,996** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $171,293 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $599,524 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,647,727 | $0 | $0 | $0 |
| 4 Implementation | $0 | $15,898,477 | $0 | $0 | $0 |
| 5 Closeout | $0 | $719,975 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$20,036,996** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC ESI SECTION 10 REHAB 1139055

## Current Scope

East Side Interceptor Section 10 Rehabilitation - This project will rehabilitate and/or replace 2,600 linear feet of 72-inch reinforced concrete East Side Interceptor (ESI) pipeline located in the Woodridge area of Bellevue, WA.

## 1. PROJECT SCOPE

East Side Interceptor Section 10 Rehabilitation - This project will rehabilitate and/or replace 2,600 linear feet of 72-inch reinforced concrete East Side Interceptor (ESI) pipeline located in the Woodridge area of Bellevue, WA.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC ESI SECTION 10 REHAB 1139055

## 3. PROJECT JUSTIFICATION

The pipe is showing signs of damage and severe corrosion due to hydrogen sulfide. This pipeline is located in an area that is zoned as residential and crosses under I-405. The risk of asset failure includes potential overflow of 52.4 millions of gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure. This project aligns with WTD's mission, vision, and values of protecting public health, creating a resilient clean water enterprise, and safety as a virtue.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. There is limited opportunity other than through contracting with pursuing CWAs and SCS. Overall Opportunity Index: 0.26 Socioeconomic Status Opportunity Index: 0.22 Household Composition Opportunity Index: 0.2 Race/Ethnicity Index: 0.76 Housing and Transportation Opportunity Index: 0.2

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC ESI SECTION 10 REHAB 1139055

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## South Interceptor Rehabilitation (WTC SOUTH INTERCEPTOR REHAB) 1139056

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Renton, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 04/30/24 | $0 | $0 | $91,147 | $0 | $91,147 |
| **2 Preliminary Design** 05/01/24 - 11/30/24 | $0 | $0 | $273,442 | $0 | $273,442 |
| **3 Final Design** 12/01/24 - 08/31/25 | $0 | $0 | $0 | $1,293,728 | $1,293,728 |
| **4 Implementation** 09/01/25 - 09/30/27 | $0 | $0 | $0 | $2,826,382 | $2,826,382 |
| **5 Closeout** 10/01/27 - 02/29/28 | $0 | $0 | $0 | $99,441 | $99,441 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$364,589** | **$4,219,551** | **$4,584,140** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $364,589 | $4,219,551 | $4,584,140 |
| **Total Revenue** | **$0** | **$364,589** | **$4,219,551** | **$4,584,140** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC SOUTH INTERCEPTOR REHAB 1139056

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $91,147 | $0 | $91,147 |
| 2 Prelim Design | $0 | $0 | $0 | $273,442 | $0 | $273,442 |
| 3 Final Design | $0 | $0 | $0 | $0 | $1,293,728 | $1,293,728 |
| 4 Implementation | $0 | $0 | $0 | $0 | $2,826,382 | $2,826,382 |
| 5 Closeout | $0 | $0 | $0 | $0 | $99,441 | $99,441 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$364,589** | **$4,219,551** | **$4,584,140** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $91,147 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $273,442 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,293,728 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,026,382 | $0 | $0 | $0 |
| 5 Closeout | $0 | $99,442 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,784,141** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC SOUTH INTERCEPTOR REHAB 1139056

## Current Scope

South Interceptor Rehabilitation - This project will rehabilitate or replace 615 linear feet of 90-inch diameter reinforced concrete South Interceptor pipeline located in Renton, WA.

## 1. PROJECT SCOPE

South Interceptor Rehabilitation - This project will rehabilitate or replace 615 linear feet of 90-inch diameter reinforced concrete South Interceptor pipeline located in Renton, WA.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC SOUTH INTERCEPTOR REHAB 1139056

## 3. PROJECT JUSTIFICATION

Recent inspection information indicated this pipeline is severely corroded due to hydrogen sulfide. The pipeline is located in an area that is zoned commercial and residential and crosses underneath a moderately high traffic area. The risk of pipe failure includes a potential overflow of 31.9 millions of gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure. This project aligns with WTD's mission, vision, and values of protecting public health, creating a resilient clean water enterprise, and safety as a virtue.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan The project is located in areas with some of the highest SVI scores in the region. An ESJ action plan will be established for the project. This project may recommend pursing CWA, SCS, or other agreements.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC SOUTH INTERCEPTOR REHAB 1139056

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Richmond Beach PS Upgrade (WTC RICHMOND BEACH PS UPGRADE) 1139057

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Richmond Beach Pump station |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 06/30/24 | $0 | $0 | $280,300 | $0 | $280,300 |
| **2 Preliminary Design** 07/01/24 - 04/30/25 | $0 | $0 | $560,601 | $572,886 | $1,133,487 |
| **3 Final Design** 05/01/25 - 07/31/26 | $0 | $0 | $0 | $4,285,830 | $4,285,830 |
| **4 Implementation** 08/01/26 - 09/30/29 | $0 | $0 | $0 | $285,460 | $285,460 |
| **5 Closeout** 10/01/29 - 12/31/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$840,901** | **$5,144,176** | **$5,985,077** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $840,901 | $5,144,176 | $5,985,077 |
| **Total Revenue** | **$0** | **$840,901** | **$5,144,176** | **$5,985,077** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC RICHMOND BEACH PS UPGRADE 1139057

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $280,300 | $0 | $280,300 |
| 2 Prelim Design | $0 | $0 | $0 | $560,601 | $572,886 | $1,133,487 |
| 3 Final Design | $0 | $0 | $0 | $0 | $4,285,830 | $4,285,830 |
| 4 Implementation | $0 | $0 | $0 | $0 | $285,460 | $285,460 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$840,901** | **$5,144,176** | **$5,985,077** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $280,300 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,133,487 | $0 | $0 | $0 |
| 3 Final Design | $0 | $4,285,831 | $0 | $0 | $0 |
| 4 Implementation | $0 | $23,687,659 | $0 | $0 | $0 |
| 5 Closeout | $0 | $460,897 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$29,848,174** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC RICHMOND BEACH PS UPGRADE 1139057

## Current Scope

Richmond Beach Pump Station Upgrade - The scope of this project is to replace, refurbish, or install new mechanical, electrical, instrumentation and control, and structural elements to meet current design standards at the Richmond Beach Pump Station in Shoreline, WA.

## 1. PROJECT SCOPE

Richmond Beach Pump Station Upgrade - The scope of this project is to replace, refurbish, or install new mechanical, electrical, instrumentation and control, and structural elements to meet current design standards at the Richmond Beach Pump Station in Shoreline, WA.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC RICHMOND BEACH PS UPGRADE 1139057

## 3. PROJECT JUSTIFICATION

The station's pumps are in satisfactory condition, but while they can meet current average/dry weather capacity needs, maximum flow is limited to 9 million gallons per day (mgd) with three pumping sets in service, which does not meet wet weather pumping demands (present or future projections). The electrical switchgear at RBPS is underrated and does not have sufficient capacity to allow all four pumping sets to operate at one time.

## 4. PROJECT BENEFITS/OUTCOMES

This project will update antiquated systems and increase overall station pumping capacity needed to meet current and future flow demands.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

New. This project has completed a project formulation process to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to Gate 2. A preliminary options analysis was performed as part of the project formulation.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

None of the work of this project is external to the existing structures and would be visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

These impacts will be evaluated and addressed by the project team once the project is officially initiated.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Estimated energy savings are not available at this time and will be determined as project design progresses. Energy-related cost sharing or grants may be available. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WTC RICHMOND BEACH PS UPGRADE 1139057

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## ESI Section 13 Rehabilitation Phase II (WTC ESI SEC 13 RHAB PHASE II) 1139058

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Bellevue,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 05/31/24 | $0 | $0 | $41,000 | $0 | $41,000 |
| **2 Preliminary Design** 06/01/24 - 01/31/25 | $0 | $0 | $82,000 | $470,114 | $552,114 |
| **3 Final Design** 02/01/25 - 01/31/26 | $0 | $0 | $0 | $5,299,710 | $5,299,710 |
| **4 Implementation** 02/01/26 - 09/30/28 | $0 | $0 | $0 | $396,317 | $396,317 |
| **5 Closeout** 10/01/28 - 12/31/28 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$123,000** | **$6,166,141** | **$6,289,141** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $123,000 | $6,166,141 | $6,289,141 |
| **Total Revenue** | **$0** | **$123,000** | **$6,166,141** | **$6,289,141** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ESI SEC 13 RHAB PHASE II 1139058

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $41,000 | $0 | $41,000 |
| 2 Prelim Design | $0 | $0 | $0 | $82,000 | $470,114 | $552,114 |
| 3 Final Design | $0 | $0 | $0 | $0 | $5,299,710 | $5,299,710 |
| 4 Implementation | $0 | $0 | $0 | $0 | $396,317 | $396,317 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$123,000** | **$6,166,141** | **$6,289,141** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $41,000 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $552,114 | $0 | $0 | $0 |
| 3 Final Design | $0 | $5,299,710 | $0 | $0 | $0 |
| 4 Implementation | $0 | $23,531,809 | $0 | $0 | $0 |
| 5 Closeout | $0 | $450,702 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$29,875,335** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC ESI SEC 13 RHAB PHASE II 1139058

## Current Scope

East Side Interceptor Section 13 Rehab Phase II - This project will rehabilitate or replace 2,500 linear feet of 72-inch diameter reinforced concrete East Side Interceptor (ESI) pipeline located in Bellevue, WA.

## 1. PROJECT SCOPE

East Side Interceptor Section 13 Rehab Phase II - This project will rehabilitate or replace 2,500 linear feet of 72-inch diameter reinforced concrete East Side Interceptor (ESI) pipeline located in Bellevue, WA.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC ESI SEC 13 RHAB PHASE II 1139058

## 3. PROJECT JUSTIFICATION

This pipe has severe corrosion and is at risk of structural failure. The pipe lies in a valley, near Lake Bellevue. The pipeline is located in an area zoned for residential and commercial use and intersects with NE 12th St. The risk of pipe failure includes a potential overflow of 31 millions gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure, including public health and safety.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Limited opportunity outside of contracting. Project will pursue CWAs and SCS. Overall Opportunity Index: 0.09 Socioeconomic Status Opportunity Index: 0.13 Household Composition Opportunity Index: 0.11 Race/Ethnicity Index: 0.51 Housing and Transportation Opportunity Index: 0.11

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** WTC ESI SEC 13 RHAB PHASE II 1139058

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Kenmore Interceptor - A Landfall Structure (WTC KENMORE INTRCPT LND STRCTR) 1139059

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Kenmore,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 04/30/24 | $0 | $0 | $18,270 | $0 | $18,270 |
| **2 Preliminary Design** 05/01/24 - 11/30/24 | $0 | $0 | $54,811 | $0 | $54,811 |
| **3 Final Design** 12/01/24 - 08/31/25 | $0 | $0 | $0 | $244,977 | $244,977 |
| **4 Implementation** 09/01/25 - 09/30/27 | $0 | $0 | $0 | $518,680 | $518,680 |
| **5 Closeout** 10/01/27 - 12/31/27 | $0 | $0 | $0 | $16,226 | $16,226 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$73,081** | **$779,883** | **$852,964** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $73,081 | $779,884 | $852,965 |
| **Total Revenue** | **$0** | **$73,081** | **$779,884** | **$852,965** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC KENMORE INTRCPT LND STRCTR 1139059

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $18,270 | $0 | $18,270 |
| 2 Prelim Design | $0 | $0 | $0 | $54,811 | $0 | $54,811 |
| 3 Final Design | $0 | $0 | $0 | $0 | $244,977 | $244,977 |
| 4 Implementation | $0 | $0 | $0 | $0 | $518,680 | $518,680 |
| 5 Closeout | $0 | $0 | $0 | $0 | $16,226 | $16,226 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$73,081** | **$779,883** | **$852,964** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $18,270 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $54,811 | $0 | $0 | $0 |
| 3 Final Design | $0 | $244,978 | $0 | $0 | $0 |
| 4 Implementation | $0 | $893,680 | $0 | $0 | $0 |
| 5 Closeout | $0 | $16,226 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,227,965** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC KENMORE INTRCPT LND STRCTR 1139059

## Current Scope

Kenmore Interceptor Landfall Structure - The primary objective of this project is to maintain reliable sewage conveyance and extend the useful life of existing sewers by structural rehabilitation or replacement of conveyance system pipelines and/or structures suffering from severe Hydrogen Sulfide (H2S) corrosion. This project will rehabilitate or replace the Kenmore Interceptor Landfall Structure located in Kenmore, WA.

## 1. PROJECT SCOPE

Kenmore Interceptor Landfall Structure - The primary objective of this project is to maintain reliable sewage conveyance and extend the useful life of existing sewers by structural rehabilitation or replacement of conveyance system pipelines and/or structures suffering from severe Hydrogen Sulfide (H2S) corrosion. This project will rehabilitate or replace the Kenmore Interceptor Landfall Structure located in Kenmore, WA.

# Capital Appropriation Proposal



**NARRATIVES** WTC KENMORE INTRCPT LND STRCTR 1139059

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This pipe has severe corrosion due to hydrogen sulfide and is at risk of structural failure. The pipe is located adjacent to Lake Washington. The risk of pipe failure includes a potential overflow of 45-55 million gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure. This project aligns with the Wastewater Treatment Division's mission, vision, and values of protecting public health, creating a resilient clean water enterprise, and safety as a virtue.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity on this project. Overall Opportunity Index: 0.09 Socioeconomic Status Opportunity Index: 0.07 Household Composition Opportunity Index: 0.18 Race/Ethnicity Index: 0.25 Housing and Transportation Opportunity Index: 0.21

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** WTC KENMORE INTRCPT LND STRCTR 1139059

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Kent Cross Valley Interceptor Rehabilitation (WTC KENT CRS VLY INTRCPT REHAB) 1139060

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Kent, WA |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 04/30/24 | $0 | $0 | $132,949 | $0 | $132,949 |
| **2 Preliminary Design** 05/01/24 - 11/30/24 | $0 | $0 | $398,847 | $0 | $398,847 |
| **3 Final Design** 12/01/24 - 08/31/25 | $0 | $0 | $0 | $1,883,869 | $1,883,869 |
| **4 Implementation** 09/01/25 - 09/30/27 | $0 | $0 | $0 | $3,268,002 | $3,268,002 |
| **5 Closeout** 10/01/27 - 12/31/27 | $0 | $0 | $0 | $141,976 | $141,976 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$531,796** | **$5,293,847** | **$5,825,643** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $531,796 | $5,293,848 | $5,825,644 |
| **Total Revenue** | **$0** | **$531,796** | **$5,293,848** | **$5,825,644** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC KENT CRS VLY INTRCPT REHAB 1139060

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $132,949 | $0 | $132,949 |
| 2 Prelim Design | $0 | $0 | $0 | $398,847 | $0 | $398,847 |
| 3 Final Design | $0 | $0 | $0 | $0 | $1,883,869 | $1,883,869 |
| 4 Implementation | $0 | $0 | $0 | $0 | $3,268,002 | $3,268,002 |
| 5 Closeout | $0 | $0 | $0 | $0 | $141,976 | $141,976 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$531,796** | **$5,293,847** | **$5,825,643** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $132,949 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $398,847 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,883,869 | $0 | $0 | $0 |
| 4 Implementation | $0 | $7,268,003 | $0 | $0 | $0 |
| 5 Closeout | $0 | $141,976 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$9,825,644** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC KENT CRS VLY INTRCPT REHAB 1139060

## Current Scope

Kent Cross Valley Interceptor Rehabilitation - This project will rehabilitate or replace 1,300 linear feet of 60 and 72-inch diameter reinforced concrete Kent Cross Valley Interceptor pipeline located in Kent.

## 1. PROJECT SCOPE

Kent Cross Valley Interceptor Rehabilitation - This project will rehabilitate or replace 1,300 linear feet of 60 and 72-inch diameter reinforced concrete Kent Cross Valley Interceptor pipeline located in Kent.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC KENT CRS VLY INTRCPT REHAB 1139060

## 3. PROJECT JUSTIFICATION

This pipe has severe corrosion throughout and very severe corrosion in several localized sections, putting it at risk of failure. The pipeline is located in an area zoned for commercial and residential use and is located under S 216th St. The risk of pipe failure includes potential overflow at 10-20 million gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. The project is located in areas with some of the highest SVI scores in the region. An ESJ action plan will be established for the project. There is also contracting opportunities with the CWA due to location of the project. Overall Opportunity Index: 0.97 Socioeconomic Status Opportunity Index: 0.86 Household Composition Opportunity Index: 0.79 Race/Ethnicity Index: 0.87 Housing and Transportation Opportunity Index: 0.99

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC KENT CRS VLY INTRCPT REHAB 1139060

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Juanita Interceptor Rehabilitation (WTC JUANITA INTERCEP REHAB) 1139061

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Kirkland,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 05/31/24 | $0 | $0 | $174,211 | $0 | $174,211 |
| **2 Preliminary Design** 06/01/24 - 01/31/25 | $0 | $0 | $522,632 | $0 | $522,632 |
| **3 Final Design** 02/01/25 - 01/31/26 | $0 | $0 | $0 | $2,540,260 | $2,540,260 |
| **4 Implementation** 02/01/26 - 09/30/28 | $0 | $0 | $0 | $5,260,210 | $5,260,210 |
| **5 Closeout** 10/01/28 - 12/31/28 | $0 | $0 | $0 | $221,955 | $221,955 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$696,843** | **$8,022,425** | **$8,719,268** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $696,843 | $8,022,425 | $8,719,268 |
| **Total Revenue** | **$0** | **$696,843** | **$8,022,425** | **$8,719,268** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC JUANITA INTERCEP REHAB 1139061

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $174,211 | $0 | $174,211 |
| 2 Prelim Design | $0 | $0 | $0 | $522,632 | $0 | $522,632 |
| 3 Final Design | $0 | $0 | $0 | $0 | $2,540,260 | $2,540,260 |
| 4 Implementation | $0 | $0 | $0 | $0 | $5,260,210 | $5,260,210 |
| 5 Closeout | $0 | $0 | $0 | $0 | $221,955 | $221,955 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$696,843** | **$8,022,425** | **$8,719,268** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $174,211 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $522,632 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,540,260 | $0 | $0 | $0 |
| 4 Implementation | $0 | $9,160,210 | $0 | $0 | $0 |
| 5 Closeout | $0 | $221,955 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$12,619,268** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC JUANITA INTERCEP REHAB 1139061

## Current Scope

Juanita Interceptor Rehabilitation - The primary objective of this project is to maintain reliable sewage conveyance and extend the useful life of existing sewers by the structural rehabilitation or replacement of conveyance system pipelines and/or structures suffering from severe Hydrogen Sulfide (H2S) corrosion. This project will rehabilitate or replace 1,590 linear feet of 72 and 84-inch diameter reinforced concrete Juanita Interceptor pipeline located in Kirkland, WA.

## 1. PROJECT SCOPE

Juanita Interceptor Rehabilitation - The primary objective of this project is to maintain reliable sewage conveyance and extend the useful life of existing sewers by the structural rehabilitation or replacement of conveyance system pipelines and/or structures suffering from severe Hydrogen Sulfide (H2S) corrosion. This project will rehabilitate or replace 1,590 linear feet of 72 and 84-inch diameter reinforced concrete Juanita Interceptor pipeline located in Kirkland, WA.

# Capital Appropriation Proposal



**NARRATIVES** WTC JUANITA INTERCEP REHAB 1139061

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This pipe has moderately severe corrosion due to hydrogen sulfide and is at risk of structural failure. The pipe is located in high residential and commercial areas. The risk of pipe failure includes a potential overflow of 20-30 million gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure. This project aligns with WTD's mission, vision, and values of protecting public health, creating a resilient clean water enterprise, and safety as a virtue.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity on this project. Overall Opportunity Index: 0.3 Socioeconomic Status Opportunity Index: 0.29 Household Composition Opportunity Index: 0.07 Race/Ethnicity Index: 0.67 Housing and Transportation Opportunity Index: 0.48

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** WTC JUANITA INTERCEP REHAB 1139061

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## May Creek Interceptor Rehabilitation (WTC MAY CRK INTERCEPTOR REHAB) 1139062

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Renton, WA |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 05/26/24 | $0 | $0 | $59,238 | $0 | $59,238 |
| **2 Preliminary Design** 06/01/24 - 01/31/25 | $0 | $0 | $177,715 | $0 | $177,715 |
| **3 Final Design** 02/01/25 - 01/31/26 | $0 | $0 | $0 | $896,781 | $896,781 |
| **4 Implementation** 02/01/26 - 09/30/26 | $0 | $0 | $0 | $1,751,430 | $1,751,430 |
| **5 Closeout** 10/01/28 - 12/31/28 | $0 | $0 | $0 | $92,570 | $92,570 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$236,953** | **$2,740,781** | **$2,977,734** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $236,953 | $2,740,781 | $2,977,734 |
| **Total Revenue** | **$0** | **$236,953** | **$2,740,781** | **$2,977,734** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC MAY CRK INTERCEPTOR REHAB 1139062

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $59,238 | $0 | $59,238 |
| 2 Prelim Design | $0 | $0 | $0 | $177,715 | $0 | $177,715 |
| 3 Final Design | $0 | $0 | $0 | $0 | $896,781 | $896,781 |
| 4 Implementation | $0 | $0 | $0 | $0 | $1,751,430 | $1,751,430 |
| 5 Closeout | $0 | $0 | $0 | $0 | $92,570 | $92,570 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$236,953** | **$2,740,781** | **$2,977,734** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $59,238 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $177,715 | $0 | $0 | $0 |
| 3 Final Design | $0 | $896,781 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,051,430 | $0 | $0 | $0 |
| 5 Closeout | $0 | $92,570 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,277,734** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC MAY CRK INTERCEPTOR REHAB 1139062

## Current Scope

May Creek Interceptor Rehabilitation - This project will rehabilitate or replace 425 linear feet of 36-inch diameter reinforced concrete May Creek Interceptor pipeline located in Renton, WA.

## 1. PROJECT SCOPE

May Creek Interceptor Rehabilitation - This project will rehabilitate or replace 425 linear feet of 36-inch diameter reinforced concrete May Creek Interceptor pipeline located in Renton, WA.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC MAY CRK INTERCEPTOR REHAB 1139062

## 3. PROJECT JUSTIFICATION

The pipe has severe corrosion due to hydrogen sulfide and is at risk of structural failure. The pipeline is located in an area zoned for commercial and manufacturing use and crosses under Lake Washington Blvd North and is located along May Creek. The risk of pipe failure includes a potential overflow of 3.8 million gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure. This project aligns with WTD's mission, vision, and values by protecting public health, creating a resilient clean water enterprise, and safety as a virtue.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity on this project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC MAY CRK INTERCEPTOR REHAB 1139062

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Matthews Park PS Odor Control Replacement (WTC MTTHWS PK PS ODR CNTRL RPL) 1139063

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Matthews Park, Seattle, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 05/31/24 | $0 | $0 | $101,692 | $0 | $101,692 |
| **2 Preliminary Design** 06/01/24 - 01/31/25 | $0 | $0 | $203,385 | $227,762 | $431,147 |
| **3 Final Design** 02/01/25 - 01/31/26 | $0 | $0 | $0 | $1,730,733 | $1,730,733 |
| **4 Implementation** 02/01/26 - 09/30/28 | $0 | $0 | $0 | $115,928 | $115,928 |
| **5 Closeout** 10/01/28 - 12/31/28 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$305,077** | **$2,074,423** | **$2,379,500** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $305,077 | $2,074,423 | $2,379,500 |
| **Total Revenue** | **$0** | **$305,077** | **$2,074,423** | **$2,379,500** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC MTTHWS PK PS ODR CNTRL RPL 1139063

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $101,692 | $0 | $101,692 |
| 2 Prelim Design | $0 | $0 | $0 | $203,385 | $227,762 | $431,147 |
| 3 Final Design | $0 | $0 | $0 | $0 | $1,730,733 | $1,730,733 |
| 4 Implementation | $0 | $0 | $0 | $0 | $115,928 | $115,928 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$305,077** | **$2,074,423** | **$2,379,500** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $101,692 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $431,146 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,730,733 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,590,971 | $0 | $0 | $0 |
| 5 Closeout | $0 | $24,958 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,879,500** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC MTTHWS PK PS ODR CNTRL RPL 1139063

## Current Scope

Matthews Park Pump Station Odor Control Replacement - The objective of this project is to extend the useful life or replace the odor control system at the Matthews Park Pump Station (PS) in the Sand Point neighborhood of Seattle.

## 1. PROJECT SCOPE

Matthews Park Pump Station Odor Control Replacement - The objective of this project is to extend the useful life or replace the odor control system at the Matthews Park Pump Station (PS) in the Sand Point neighborhood of Seattle.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC MTTHWS PK PS ODR CNTRL RPL 1139063

## 3. PROJECT JUSTIFICATION

Failure to replace this odor control unit could result in a lack of containment for chemicals involved in odor control and increased odor complaints. The existing odor control scrubber is experiencing increased corrosion around its base structure, and the associated odor control piping is showing signs of deterioration.

## 4. PROJECT BENEFITS/OUTCOMES

Replacement of the odor control unit at the Matthews Park PS will ensure ongoing compliance with odor control standards for wastewater assets.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

This project has not yet started. A prior minor asset management project out of the odor/corrosion program was cancelled back in 2016 due to the size and scope and resubmitted as a new, standalone project request.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to gate 2. A preliminary alternatives analysis was performed as part of the prior minor asset management project out of the odor/corrosion program. This analysis recommended an activated carbon system as the preferred alternative for solving this problem.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

This project will refurbish or replace existing equipment that is located within an existing structure that is not accessible or visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity on this project. Overall Opportunity Index: 0.13 Socioeconomic Status Opportunity Index: 0.08 Household Composition Opportunity Index: 0.08 Race/Ethnicity Index: 0.50 Housing and Transportation Opportunity Index: 0.31

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Potential energy savings would result from improved odor control system energy efficiency. Estimated energy savings are not available at this time and will be determined as project design progresses. Energy-related cost sharing or grant opportunities may be available. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

# Capital Appropriation Proposal



**NARRATIVES** WTC MTTHWS PK PS ODR CNTRL RPL 1139063

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## South Plant Raw Sewage Pump #3 Replacement (WTC SP RSP #3 RPLC) 1139064

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | South Treatment Plant, Renton,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 03/31/24 | $0 | $0 | $125,754 | $0 | $125,754 |
| **2 Preliminary Design** 04/01/24 - 09/30/24 | $0 | $0 | $377,261 | $0 | $377,261 |
| **3 Final Design** 10/01/24 - 03/31/25 | $0 | $0 | $0 | $1,857,403 | $1,857,403 |
| **4 Implementation** 04/01/25 - 09/30/26 | $0 | $0 | $0 | $7,288,125 | $7,288,125 |
| **5 Closeout** 10/01/26 - 12/31/26 | $0 | $0 | $0 | $151,316 | $151,316 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$503,015** | **$9,296,844** | **$9,799,859** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $503,015 | $9,296,843 | $9,799,858 |
| **Total Revenue** | **$0** | **$503,015** | **$9,296,843** | **$9,799,858** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC SP RSP #3 RPLC 1139064

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $125,754 | $0 | $125,754 |
| 2 Prelim Design | $0 | $0 | $0 | $377,261 | $0 | $377,261 |
| 3 Final Design | $0 | $0 | $0 | $0 | $1,857,403 | $1,857,403 |
| 4 Implementation | $0 | $0 | $0 | $0 | $7,288,125 | $7,288,125 |
| 5 Closeout | $0 | $0 | $0 | $0 | $151,316 | $151,316 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$503,015** | **$9,296,844** | **$9,799,859** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $125,754 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $377,261 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,857,403 | $0 | $0 | $0 |
| 4 Implementation | $0 | $7,288,125 | $0 | $0 | $0 |
| 5 Closeout | $0 | $151,316 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$9,799,859** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC SP RSP #3 RPLC 1139064

## Current Scope

South Plant Raw Sewage Pump #3 Replacement - The primary objective of this project is to replace raw sewage pump (RSP) #3 and associated equipment at South Treatment Plant (SP) in order to continue to provide safe, reliable, and energy-efficient wastewater treatment. The existing RSP #3 motor, drive and pump were installed in 1971 and are at the end of their useful life.

## 1. PROJECT SCOPE

South Plant Raw Sewage Pump #3 Replacement - The primary objective of this project is to replace raw sewage pump (RSP) #3 and associated equipment at South Treatment Plant (SP) in order to continue to provide safe, reliable, and energy-efficient wastewater treatment. The existing RSP #3 motor, drive and pump were installed in 1971 and are at the end of their useful life.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC SP RSP #3 RPLC 1139064

## 3. PROJECT JUSTIFICATION

This asset is at end of life, has a low capacity relative to the other RSPs and is the least energy efficient RSP at SP. The replacement of RSP #3 is essential to the ongoing reliability and energy efficiency of the raw sewage pumping process at SP. Replacement of RSP #3 will reduce energy consumption and increase the reliability of the raw sewage pumping at SP.

## 4. PROJECT BENEFITS/OUTCOMES

Replacing RSP #3 with an energy efficient RSP will replace an aging asset, increase overall capacity, and provide reliability in minimizing energy use at the influent pump station for many years.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

This project has not yet started.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to gate 2.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

The project will replace existing equipment that is not accessible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan The project is located in areas with some of the highest SVI scores in the region. An ESJ action plan will be established for the project. Overall Opportunity Index: 0.72 Socioeconomic Status Opportunity Index: 0.71 Household Composition Opportunity Index: 0.19 Race/Ethnicity Index: 0.92 Housing and Transportation Opportunity Index: 0.69

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Estimated energy savings are not available at this time and will be determined as project design progresses. Energy-related cost sharing or utility grants may be available. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** WTC SP RSP #3 RPLC 1139064

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## North Beach PS Raw Sewage Pump Upgrade (WTC N BEACH PS RS PUMP UPGRD) 1139065

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | North Beach Pump Station, Ballard, Seattle, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 05/31/24 | $0 | $0 | $534,908 | $0 | $534,908 |
| **2 Preliminary Design** 06/01/24 - 01/31/25 | $0 | $0 | $1,604,724 | $0 | $1,604,724 |
| **3 Final Design** 02/01/25 - 01/31/26 | $0 | $0 | $0 | $6,782,542 | $6,782,542 |
| **4 Implementation** 02/01/26 - 09/30/28 | $0 | $0 | $0 | $16,942,918 | $16,942,918 |
| **5 Closeout** 10/01/28 - 12/31/28 | $0 | $0 | $0 | $764,858 | $764,858 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$2,139,632** | **$24,490,318** | **$26,629,950** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $2,139,632 | $24,490,318 | $26,629,950 |
| **Total Revenue** | **$0** | **$2,139,632** | **$24,490,318** | **$26,629,950** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC N BEACH PS RS PUMP UPGRD 1139065

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $534,908 | $0 | $534,908 |
| 2 Prelim Design | $0 | $0 | $0 | $1,604,724 | $0 | $1,604,724 |
| 3 Final Design | $0 | $0 | $0 | $0 | $6,782,542 | $6,782,542 |
| 4 Implementation | $0 | $0 | $0 | $0 | $16,942,918 | $16,942,918 |
| 5 Closeout | $0 | $0 | $0 | $0 | $764,858 | $764,858 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$2,139,632** | **$24,490,318** | **$26,629,950** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $534,908 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,604,724 | $0 | $0 | $0 |
| 3 Final Design | $0 | $6,782,542 | $0 | $0 | $0 |
| 4 Implementation | $0 | $32,718,847 | $0 | $0 | $0 |
| 5 Closeout | $0 | $764,858 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$42,405,879** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC N BEACH PS RS PUMP UPGRD 1139065

## Current Scope

North Beach Pump Station Raw Sewage Pump Upgrade - This project will extend the life of the North Beach Pump Station (PS) in Seattle by replacing the raw sewage pumps (RSPs) and replacing the existing force main header. The force main will also be assessed as part of this project.

## 1. PROJECT SCOPE

North Beach Pump Station Raw Sewage Pump Upgrade - This project will extend the life of the North Beach Pump Station (PS) in Seattle by replacing the raw sewage pumps (RSPs) and replacing the existing force main header. The force main will also be assessed as part of this project.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC N BEACH PS RS PUMP UPGRD 1139065

## 3. PROJECT JUSTIFICATION

The RSPs at the North Beach PS are beyond their life expectancy and require significant repair and maintenance. The existing pumps were installed in 1998 and have limited vendor support. In addition, the existing force main header piping in the station is past its life expectancy, is corroded and leaking from a previous repair.

## 4. PROJECT BENEFITS/OUTCOMES

This project will replace aging assets and help prevent overflows at the North Beach PS. Depending on what alternative is chosen for the replacement, it will also likely provide space saving benefits and energy efficiency

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2. A preliminary options analysis will be performed as part of the capital project formulation.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Project is a replacement of existing equipment that is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity in the project. Overall Opportunity Index: 0.04 Socioeconomic Status Opportunity Index: 0.07 Household Composition Opportunity Index: 0.14 Race/Ethnicity Index: 0.16 Housing and Transportation Opportunity Index: 0.12

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Estimated energy savings are not available at this time and will be determined as project design progresses. Energy-related cost sharing or grants may be available. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** WTC N BEACH PS RS PUMP UPGRD 1139065

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Murray PS Raw Sewage Pump Upgrade (WTC MURRAY PS RS PUMP UPGRADE) 1139066

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Murray Pump Station in West Seattle,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 06/30/24 | $0 | $0 | $147,527 | $0 | $147,527 |
| **2 Preliminary Design** 07/01/24 - 04/30/25 | $0 | $0 | $295,054 | $74,799 | $369,853 |
| **3 Final Design** 05/01/25 - 07/31/26 | $0 | $0 | $0 | $1,698,395 | $1,698,395 |
| **4 Implementation** 08/01/26 - 09/30/29 | $0 | $0 | $0 | $875,608 | $875,608 |
| **5 Closeout** 10/01/29 - 12/31/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$442,581** | **$2,648,802** | **$3,091,383** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $442,580 | $2,648,802 | $3,091,382 |
| **Total Revenue** | **$0** | **$442,580** | **$2,648,802** | **$3,091,382** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC MURRAY PS RS PUMP UPGRADE 1139066

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $147,527 | $0 | $147,527 |
| 2 Prelim Design | $0 | $0 | $0 | $295,054 | $74,799 | $369,853 |
| 3 Final Design | $0 | $0 | $0 | $0 | $1,698,395 | $1,698,395 |
| 4 Implementation | $0 | $0 | $0 | $0 | $875,608 | $875,608 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$442,581** | **$2,648,802** | **$3,091,383** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $147,527 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $369,853 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,698,396 | $0 | $0 | $0 |
| 4 Implementation | $0 | $13,721,567 | $0 | $0 | $0 |
| 5 Closeout | $0 | $663,348 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$16,600,691** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC MURRAY PS RS PUMP UPGRADE 1139066

## Current Scope

Murray Pump Station Raw Sewage Pump Upgrade - This project will replace the raw sewage pumps at the Murray Pump Station in West Seattle. The current raw sewage pumps are at the end of their useful life. The replacement assets will be space saving, energy efficient, and improve operability.

## 1. PROJECT SCOPE

Murray Pump Station Raw Sewage Pump Upgrade - This project will replace the raw sewage pumps at the Murray Pump Station in West Seattle. The current raw sewage pumps are at the end of their useful life. The replacement assets will be space saving, energy efficient, and improve operability.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC MURRAY PS RS PUMP UPGRADE 1139066

## 3. PROJECT JUSTIFICATION

These assets are at the end of their useful life and the potential for failure is increasing. The motors, drive-lines, and pumps are original installation from the 1950s with limited vendor support and experience typical high energy use associated with drive-lines. The valves are prone to rags and debris getting caught in the valve body and are difficult for staff to operate and maintain.

## 4. PROJECT BENEFITS/OUTCOMES

The replacement pumps will save space within the station, improve ease of access for maintenance and operations, as well as require less energy to function.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to gate 2. A preliminary options analysis will be performed as part of formulation.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

This project will replace existing equipment that is located within a structure that is not accessible or visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity in this project. Overall Opportunity Index: 0.07 Socioeconomic Status Opportunity Index: 0.02 Household Composition Opportunity Index: 0.1 Race/Ethnicity Index: 0.14 Housing and Transportation Opportunity Index: 0.45

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Estimated energy savings are not available at this time and will be determined as project design progresses. Energy-related cost sharing or grant opportunities may be available. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** WTC MURRAY PS RS PUMP UPGRADE 1139066

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## East North Creek Force Main Structural Lining or Replacement (WTC E N CRK FR MN LINE REPLACE) 1139067

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | North Creek area of Bothell, Wa. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 05/31/24 | $0 | $0 | $52,903 | $0 | $52,903 |
| **2 Preliminary Design** 06/01/24 - 01/31/25 | $0 | $0 | $105,806 | $602,986 | $708,792 |
| **3 Final Design** 02/01/25 - 01/31/26 | $0 | $0 | $0 | $10,607,487 | $10,607,487 |
| **4 Implementation** 02/01/26 - 09/30/28 | $0 | $0 | $0 | $854,683 | $854,683 |
| **5 Closeout** 10/01/28 - 12/31/28 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$158,709** | **$12,065,156** | **$12,223,865** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $158,709 | $12,065,156 | $12,223,865 |
| **Total Revenue** | **$0** | **$158,709** | **$12,065,156** | **$12,223,865** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC E N CRK FR MN LINE REPLACE 1139067

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $52,903 | $0 | $52,903 |
| 2 Prelim Design | $0 | $0 | $0 | $105,806 | $602,986 | $708,792 |
| 3 Final Design | $0 | $0 | $0 | $0 | $10,607,487 | $10,607,487 |
| 4 Implementation | $0 | $0 | $0 | $0 | $854,683 | $854,683 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$158,709** | **$12,065,156** | **$12,223,865** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $52,903 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $708,792 | $0 | $0 | $0 |
| 3 Final Design | $0 | $10,607,488 | $0 | $0 | $0 |
| 4 Implementation | $0 | $25,897,051 | $0 | $0 | $0 |
| 5 Closeout | $0 | $207,632 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$37,473,866** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC E N CRK FR MN LINE REPLACE 1139067

## Current Scope

East North Creek Force Main Line Replacement - The primary objective of this project is to extend the useful life of the East North Creek Force Main (NCFM). The scope of this project is to install structural lining or replace 25,000 linear feet of epoxy lined and cement mortar coated steel pipeline. This pipe is an integral part of the Brightwater Reclaimed Water Distribution System and is also used during emergency diversions to send wastewater away from Brightwater to South Plant via the York Pump Station.

## 1. PROJECT SCOPE

East North Creek Force Main Line Replacement - The primary objective of this project is to extend the useful life of the East North Creek Force Main (NCFM). The scope of this project is to install structural lining or replace 25,000 linear feet of epoxy lined and cement mortar coated steel pipeline. This pipe is an integral part of the Brightwater Reclaimed Water Distribution System and is also used during emergency diversions to send wastewater away from Brightwater to South Plant via the York Pump Station.

# Capital Appropriation Proposal



**NARRATIVES** WTC E N CRK FR MN LINE REPLACE 1139067

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Corrosion has been identified at numerous locations inside and on the exterior of this very thin walled pipe. Recent inspections found corrosion present at most joints throughout the pipe. The Wastewater Treatment Division has contracts with six reclaimed water customers that will not be served if this distribution pipe fails. One of the customer contracts requires Wastewater Treatment Division to pay the difference in reclaimed water and potable water costs if we are unable to serve them. This pipeline is vital to the Brightwater reclaimed water distribution system and as an emergency pipeline for diverting water from Brightwater to South Plant.

## 4. PROJECT BENEFITS/OUTCOMES

This project will ensure a reliable reclaimed water distribution system to the County's customers, as well as mitigate potential failure for emergency diversion events.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan This project provides critical infrastructure to long term service to historically under served populations and the potential to partner and collaborate with priority populations because this project provides critical infrastructure to long term service. Overall Opportunity Index: 0.3 Socioeconomic Status Opportunity Index: 0.23 Household Composition Opportunity Index: 0.13 Race/Ethnicity Index: 0.68 Housing and Transportation Opportunity Index: 0.49

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

**NARRATIVES** WTC E N CRK FR MN LINE REPLACE 1139067

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## North Beach Outfall Replacement (WTC N BEACH OUTFALL REPLACE) 1139068

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | North Beach neighborhood of Ballard, Seattle, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 06/30/24 | $0 | $0 | $201,054 | $0 | $201,054 |
| **2 Preliminary Design** 07/01/24 - 04/30/25 | $0 | $0 | $402,107 | $351,681 | $753,788 |
| **3 Final Design** 05/01/25 - 07/31/26 | $0 | $0 | $0 | $2,601,905 | $2,601,905 |
| **4 Implementation** 08/01/26 - 09/30/29 | $0 | $0 | $0 | $172,595 | $172,595 |
| **5 Closeout** 10/01/29 - 12/31/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$603,161** | **$3,126,181** | **$3,729,342** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $603,161 | $3,126,181 | $3,729,342 |
| **Total Revenue** | **$0** | **$603,161** | **$3,126,181** | **$3,729,342** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC N BEACH OUTFALL REPLACE 1139068

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $201,054 | $0 | $201,054 |
| 2 Prelim Design | $0 | $0 | $0 | $402,107 | $351,681 | $753,788 |
| 3 Final Design | $0 | $0 | $0 | $0 | $2,601,905 | $2,601,905 |
| 4 Implementation | $0 | $0 | $0 | $0 | $172,595 | $172,595 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$603,161** | **$3,126,181** | **$3,729,342** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $201,054 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $753,789 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,601,905 | $0 | $0 | $0 |
| 4 Implementation | $0 | $11,876,116 | $0 | $0 | $0 |
| 5 Closeout | $0 | $192,283 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$15,625,147** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC N BEACH OUTFALL REPLACE 1139068

## Current Scope

North Beach Outfall Replacement - The scope of this project is to replace the existing North Beach Pump Station outfall. The North Beach Pump Station is located on a Wastewater Treatment Division owned property adjacent to the Blue Ridge Beach Park, just south of the Carkeek Wet Weather Treatment Facility in the Blue Ridge neighborhood of northwest Seattle.

## 1. PROJECT SCOPE

North Beach Outfall Replacement - The scope of this project is to replace the existing North Beach Pump Station outfall. The North Beach Pump Station is located on a Wastewater Treatment Division owned property adjacent to the Blue Ridge Beach Park, just south of the Carkeek Wet Weather Treatment Facility in the Blue Ridge neighborhood of northwest Seattle.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC N BEACH OUTFALL REPLACE 1139068

## 3. PROJECT JUSTIFICATION

The existing outfall pipe is beyond its expected useful life and poses an unacceptable safety risk to the public and pets using this high traffic beach. The pipe becomes exposed during low tide and has sections of rust, holes and cracks. The limited capacity of the offshore outfall increases the risk of onshore overflows on the beach, with reports that combined sewer overflows leak from the holes in the outfall pipe.

## 4. PROJECT BENEFITS/OUTCOMES

A new outfall pipe would reduce the chance of overflows on the beach, and would reduce risks to the public that visit the beach.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

New. This project has undergone the capital project formulation to develop conceptual planning level of scope, schedule, and budget, but has not started yet.

## 9. ALTERNATIVES ANALYSIS

During the formulation process, several rehabilitation and replacement options were considered for the conceptual scope. This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

Coordination may be needed or required with the City of Seattle, Department of Public Health, Department of Ecology, and the Department of Natural Resources regarding existing and potential contamination, and effects of the project on human health and shellfish tracts. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

Sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is limited opportunity other than through contracting with pursuing CWAs and SCS.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** WTC N BEACH OUTFALL REPLACE 1139068

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Hidden Lake Raw Sewage Pump Replacement (WTC HIDDEN LAKE RS PUMP REPLAC) 1139069

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Shoreline,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 06/30/24 | $0 | $0 | $165,967 | $0 | $165,967 |
| **2 Preliminary Design** 07/01/24 - 04/30/25 | $0 | $0 | $331,935 | $332,456 | $664,391 |
| **3 Final Design** 05/01/25 - 07/31/26 | $0 | $0 | $0 | $2,386,456 | $2,386,456 |
| **4 Implementation** 08/01/26 - 09/30/29 | $0 | $0 | $0 | $156,504 | $156,504 |
| **5 Closeout** 10/01/29 - 12/31/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$497,902** | **$2,875,416** | **$3,373,318** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $497,902 | $2,875,416 | $3,373,318 |
| **Total Revenue** | **$0** | **$497,902** | **$2,875,416** | **$3,373,318** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC HIDDEN LAKE RS PUMP REPLAC 1139069

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $165,967 | $0 | $165,967 |
| 2 Prelim Design | $0 | $0 | $0 | $331,935 | $332,456 | $664,391 |
| 3 Final Design | $0 | $0 | $0 | $0 | $2,386,456 | $2,386,456 |
| 4 Implementation | $0 | $0 | $0 | $0 | $156,504 | $156,504 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$497,902** | **$2,875,416** | **$3,373,318** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $165,967 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $664,391 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,386,455 | $0 | $0 | $0 |
| 4 Implementation | $0 | $13,107,839 | $0 | $0 | $0 |
| 5 Closeout | $0 | $251,649 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$16,576,301** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC HIDDEN LAKE RS PUMP REPLAC 1139069

## Current Scope

Hidden Lake Raw Sewage Pump Replacement - The primary objective of this project is to replace the raw sewage pumps at the Wastewater Treatment Division's (WTD's) Hidden Lake Pump Station in Shoreline.

## 1. PROJECT SCOPE

Hidden Lake Raw Sewage Pump Replacement - The primary objective of this project is to replace the raw sewage pumps at the Wastewater Treatment Division's (WTD's) Hidden Lake Pump Station in Shoreline.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC HIDDEN LAKE RS PUMP REPLAC 1139069

## 3. PROJECT JUSTIFICATION

Recent pump inspections revealed a need for replacement rotors. Upon contacting the vendor for these units, WTD was informed the current pumps are obsolete and have no parts availability. Also, due to projected regional growth, the estimated flow in 2060 is 3.58 MGD more than the existing capacity of 6.8 MGD, requiring the installation of larger pumps and additional infrastructure. This upgrade is needed in order prevent overflows from the separated sewer system and violations of the National Pollutant Discharge Elimination System (NPDES) permit.

## 4. PROJECT BENEFITS/OUTCOMES

This project directly contributes to WTD's compliance with effluent discharge limits under the federal Clean Water Act and the State's Water Pollution Control Law by reducing the risk of pump failure contributing to sewage overflows.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2023/24 biennial budget. Expenditures are forecasted to start in 2024.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to Gate 2. A preliminary alternatives analysis will be performed as part of the formulation.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Project is to replace existing equipment and is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area’s access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan The pump station's location has an SVI Overall Opportunity Index of 0.51 which surpasses the WTD service area average of 0.33, indicating the project has a high opportunity to increase access to equity determinants. Overall Opportunity Index: 0.51 Socioeconomic Status Opportunity Index: 0.42 Household Composition Opportunity Index: 0.22 Race/Ethnicity Index: 0.68 Housing and Transportation Opportunity Index: 0.66

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Estimated energy savings are not available at this time and will be determined as project design progresses. Energy-related grant opportunities may be available. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

# Capital Appropriation Proposal



**NARRATIVES** WTC HIDDEN LAKE RS PUMP REPLAC 1139069

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WP Sodium Hypochlorite System (WTC WP SODIUM HYPOCHLORITE SYS) 1139070

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West Point Treatment Plant, Magnolia, Seattle, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 04/30/25 | $0 | $0 | $0 | $76,338 | $76,338 |
| **2 Preliminary Design** 05/01/25 - 11/30/25 | $0 | $0 | $0 | $229,013 | $229,013 |
| **3 Final Design** 12/01/25 - 08/31/26 | $0 | $0 | $0 | $1,010,639 | $1,010,639 |
| **4 Implementation** 09/01/26 - 09/30/28 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 10/01/28 - 12/31/28 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$1,315,990** | **$1,315,990** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $0 | $1,315,990 | $1,315,990 |
| **Total Revenue** | **$0** | **$0** | **$1,315,990** | **$1,315,990** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC WP SODIUM HYPOCHLORITE SYS 1139070

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $76,338 | $76,338 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $229,013 | $229,013 |
| 3 Final Design | $0 | $0 | $0 | $0 | $1,010,639 | $1,010,639 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$1,315,990** | **$1,315,990** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $76,432 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $229,155 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,207,799 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,762,754 | $0 | $0 | $0 |
| 5 Closeout | $0 | $98,580 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,374,720** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC WP SODIUM HYPOCHLORITE SYS 1139070

## Current Scope

West Point Sodium Hypochlorite System - The main objective of this project is to replace the temporary disinfection system at the West Point Treatment Plant (WPTP) with a permanent facility containing storage pumping, and metering capacity along with required Life Health Safety features.

## 1. PROJECT SCOPE

West Point Sodium Hypochlorite System - The main objective of this project is to replace the temporary disinfection system at the West Point Treatment Plant (WPTP) with a permanent facility containing storage pumping, and metering capacity along with required Life Health Safety features.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC WP SODIUM HYPOCHLORITE SYS 1139070

## 3. PROJECT JUSTIFICATION

The WPTP operating permit requires disinfection prior to discharging effluent to receiving waters. The existing system was intended to be temporary and was expected to have a useful life of 5 years. The system has been in operation since 2011 and has therefore exceeded the expected useful life and is at risk of failure. Two of the sodium hypochlorite tanks have leaked, in 2016 and 2019.

## 4. PROJECT BENEFITS/OUTCOMES

In addition to replacing an aging asset, this project will directly contribute to WPTP's ongoing performance record for clean water discharges.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2025/26 biennial budget. Expenditures are forecasted to start in 2025.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project is currently in formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to Gate 2. A preliminary options analysis will be performed as part of the formulation project.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Project will be replacing existing temporary equipment with a permanent system. Project is located within the plant boundary that is not readily accessible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Project area’s access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. There is little to no opportunity on this project. Overall Opportunity Index: 0.04 Socioeconomic Status Opportunity Index: 0.01 Household Composition Opportunity Index: 0.16 Race/Ethnicity Index: 0.23 Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC WP SODIUM HYPOCHLORITE SYS 1139070

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Issaquah Interceptor Rehabilitation (WTC ISSAQUAH INTERCEPTOR REHAB) 1139071

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Issaquah,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 04/30/25 | $0 | $0 | $0 | $142,112 | $142,112 |
| **2 Preliminary Design** 05/01/25 - 11/30/25 | $0 | $0 | $0 | $426,337 | $426,337 |
| **3 Final Design** 12/01/25 - 08/31/26 | $0 | $0 | $0 | $1,710,228 | $1,710,228 |
| **4 Implementation** 09/01/26 - 09/30/28 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 10/01/28 - 12/31/28 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$2,278,677** | **$2,278,677** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $0 | $2,278,678 | $2,278,678 |
| **Total Revenue** | **$0** | **$0** | **$2,278,678** | **$2,278,678** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ISSAQUAH INTERCEPTOR REHAB 1139071

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $142,112 | $142,112 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $426,337 | $426,337 |
| 3 Final Design | $0 | $0 | $0 | $0 | $1,710,228 | $1,710,228 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$2,278,677** | **$2,278,677** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $142,116 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $426,342 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,000,205 | $0 | $0 | $0 |
| 4 Implementation | $0 | $7,553,354 | $0 | $0 | $0 |
| 5 Closeout | $0 | $144,989 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$10,267,006** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC ISSAQUAH INTERCEPTOR REHAB 1139071

## Current Scope

Issaquah Interceptor Rehabilitation - This project will rehabilitate or replace 1,100 linear feet of 48-inch diameter reinforced concrete Issaquah Interceptor pipeline located in Issaquah, WA.

## 1. PROJECT SCOPE

Issaquah Interceptor Rehabilitation - This project will rehabilitate or replace 1,100 linear feet of 48-inch diameter reinforced concrete Issaquah Interceptor pipeline located in Issaquah, WA.

## 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** WTC ISSAQUAH INTERCEPTOR REHAB 1139071

## 3. PROJECT JUSTIFICATION

This pipeline has severe corrosion due to hydrogen sulfide, putting it at risk of structural failure. This pipeline is located in an area zoned for residential and commercial use and is located within 1,000 feet of Lake Sammamish. Risks of pipe failure include potential overflow of 8-25 million gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2025/26 biennial budget. Expenditures are forecasted to start in 2025.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity on this project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WTC ISSAQUAH INTERCEPTOR REHAB 1139071

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## ESI Section 2 Rehabilitation Phase III (WTC ESI SECTION 2 REHAB PH III) 1139072

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Renton,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 05/31/25 | $0 | $0 | $0 | $146,720 | $146,720 |
| **2 Preliminary Design** 06/01/25 - 01/31/26 | $0 | $0 | $0 | $440,160 | $440,160 |
| **3 Final Design** 02/01/26 - 01/31/27 | $0 | $0 | $0 | $1,765,414 | $1,765,414 |
| **4 Implementation** 02/01/27 - 09/30/29 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 10/01/29 - 12/31/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$2,352,294** | **$2,352,294** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $0 | $2,352,294 | $2,352,294 |
| **Total Revenue** | **$0** | **$0** | **$2,352,294** | **$2,352,294** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ESI SECTION 2 REHAB PH III 1139072

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $146,720 | $146,720 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $440,160 | $440,160 |
| 3 Final Design | $0 | $0 | $0 | $0 | $1,765,414 | $1,765,414 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$2,352,294** | **$2,352,294** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $146,720 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $440,160 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,059,449 | $0 | $0 | $0 |
| 4 Implementation | $0 | $7,758,948 | $0 | $0 | $0 |
| 5 Closeout | $0 | $147,017 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$10,552,294** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC ESI SECTION 2 REHAB PH III 1139072

## Current Scope

East Side Interceptor Section 2 Rehabilitation Phase III - This project will rehabilitate or replace 925 linear feet of 96-inch diameter East Side Interceptor (ESI) reinforced concrete pipeline located in Renton, WA.

## 1. PROJECT SCOPE

East Side Interceptor Section 2 Rehabilitation Phase III - This project will rehabilitate or replace 925 linear feet of 96-inch diameter East Side Interceptor (ESI) reinforced concrete pipeline located in Renton, WA.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC ESI SECTION 2 REHAB PH III 1139072

## 3. PROJECT JUSTIFICATION

The pipe is severely corroded due to hydrogen sulfide, putting it at risk of structural failure. The pipeline is located in an area zoned for residential and commercial use and is adjacent to Lake Washington Blvd and near Lake Washington. The risk of pipe failure includes potential overflow of 36 million gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2025/26 biennial budget. Expenditures are forecasted to start in 2025.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. This project will provide benefits to communities that have historically been under served. Overall Opportunity Index: 0.44 Socioeconomic Status Opportunity Index: 0.34 Household Composition Opportunity Index: 0.05 Race/Ethnicity Index: 0.82 Housing and Transportation Opportunity Index: 0.72

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC ESI SECTION 2 REHAB PH III 1139072

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Redmond Interceptor Rehabilitation (WTC REDMOND INTERCEPTOR REHAB) 1139073

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 3 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Redmond,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 04/30/25 | $0 | $0 | $0 | $54,709 | $54,709 |
| **2 Preliminary Design** 05/01/25 - 11/30/25 | $0 | $0 | $0 | $164,126 | $164,126 |
| **3 Final Design** 12/01/25 - 08/31/26 | $0 | $0 | $0 | $657,238 | $657,238 |
| **4 Implementation** 09/01/26 - 09/30/28 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 10/01/28 - 12/31/28 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$876,073** | **$876,073** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $0 | $876,073 | $876,073 |
| **Total Revenue** | **$0** | **$0** | **$876,073** | **$876,073** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC REDMOND INTERCEPTOR REHAB 1139073

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $54,709 | $54,709 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $164,126 | $164,126 |
| 3 Final Design | $0 | $0 | $0 | $0 | $657,238 | $657,238 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$876,073** | **$876,073** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $54,709 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $164,126 | $0 | $0 | $0 |
| 3 Final Design | $0 | $770,449 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,927,653 | $0 | $0 | $0 |
| 5 Closeout | $0 | $56,605 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,973,542** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC REDMOND INTERCEPTOR REHAB 1139073

## Current Scope

Redmond Interceptor Rehabilitation - This project will rehabilitate or replace 530 linear feet of 72-inch diameter reinforced concrete Redmond Interceptor pipeline located in Redmond, WA.

## 1. PROJECT SCOPE

Redmond Interceptor Rehabilitation - This project will rehabilitate or replace 530 linear feet of 72-inch diameter reinforced concrete Redmond Interceptor pipeline located in Redmond, WA.

## 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** WTC REDMOND INTERCEPTOR REHAB 1139073

## 3. PROJECT JUSTIFICATION

This pipeline has severe corrosion due to hydrogen sulfide and is at risk of structural failure. It is located in an area zoned for residential and commercial use. The risk of pipe failure includes a potential overflow of 10 million gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2025/26 biennial budget. Expenditures are forecasted to start in 2025.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity on this project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WTC REDMOND INTERCEPTOR REHAB 1139073

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## South Plant Feeder A & B Transformer Replacement (WTC SP FEEDER AB TRNSF REPLACE) 1139074

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | South Treatment Plant, Renton, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 03/31/25 | $0 | $0 | $0 | $114,707 | $114,707 |
| **2 Preliminary Design** 04/30/25 - 09/30/25 | $0 | $0 | $0 | $286,768 | $286,768 |
| **3 Final Design** 10/01/25 - 03/31/26 | $0 | $0 | $0 | $557,897 | $557,897 |
| **4 Implementation** 04/01/26 - 09/30/27 | $0 | $0 | $0 | $1,169,046 | $1,169,046 |
| **5 Closeout** 10/01/27 - 12/31/27 | $0 | $0 | $0 | $54,226 | $54,226 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$2,182,644** | **$2,182,644** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $0 | $2,182,644 | $2,182,644 |
| **Total Revenue** | **$0** | **$0** | **$2,182,644** | **$2,182,644** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC SP FEEDER AB TRNSF REPLACE 1139074

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $114,707 | $114,707 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $286,768 | $286,768 |
| 3 Final Design | $0 | $0 | $0 | $0 | $557,897 | $557,897 |
| 4 Implementation | $0 | $0 | $0 | $0 | $1,169,046 | $1,169,046 |
| 5 Closeout | $0 | $0 | $0 | $0 | $54,226 | $54,226 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$2,182,644** | **$2,182,644** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $114,707 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $286,768 | $0 | $0 | $0 |
| 3 Final Design | $0 | $557,897 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,400,626 | $0 | $0 | $0 |
| 5 Closeout | $0 | $54,226 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,414,224** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC SP FEEDER AB TRNSF REPLACE 1139074

## Current Scope

South Plant Feeder A and B Transformers Replacement - The scope of this project is to replace the South Treatment Plant"A" and "B" feeder transformers which step down the incoming power from Puget Sound Energy (PSE), the 480V Switchgear in the Solids and Pump Buildings, and 480V Motor Control Centers (MCC) that are fed by the switchgear. The transformers feed power to the entire plant, while the switchgear and motor control centers provide power for preliminary treatment, primary treatment, and solids handling equipment.

## 1. PROJECT SCOPE

South Plant Feeder A and B Transformers Replacement - The scope of this project is to replace the South Treatment Plant"A" and "B" feeder transformers which step down the incoming power from Puget Sound Energy (PSE), the 480V Switchgear in the Solids and Pump Buildings, and 480V Motor Control Centers (MCC) that are fed by the switchgear. The transformers feed power to the entire plant, while the switchgear and motor control centers provide power for preliminary treatment, primary treatment, and solids handling equipment.

# Capital Appropriation Proposal



**NARRATIVES** WTC SP FEEDER AB TRNSF REPLACE 1139074

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

These critical assets are nearing the end of their lives and are not currently supported with easily replaced off-the-shelf parts. If the assets were to fail, the consequences would range from individual equipment outages to partial plant shutdown. Additionally, the transformers have long lead times for replacement, which means that outages may be long term. Because this equipment critically supplies power to the plant, if it fails, the plant would temporarily go offline potentially causing disruption and possible overflows or lapses in equipment safety.

## 4. PROJECT BENEFITS/OUTCOMES

This project will build a safe, reliable, and functional system that will meet the needs of the plant. The completion of this project will help resolve issues relating to employee exposure to electrical safety hazards, electrical system reliability, unscheduled outages, and incurred financial costs due to emergency repairs, regulatory fines, and liability awards.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2025/26 biennial budget. Expenditures are forecasted to start in 2025.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2. A preliminary options analysis will be performed as part of the project formulation.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Project is in kind replacement of existing equipment is is located in an area not accessible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There are limited opportunities, possible opportunities in contracting. Overall Opportunity Index: 0.72 Socioeconomic Status Opportunity Index: 0.71 Household Composition Opportunity Index: 0.19 Race/Ethnicity Index: 0.92 Housing and Transportation Opportunity Index: 0.69

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

**NARRATIVES** WTC SP FEEDER AB TRNSF REPLACE 1139074

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## ESI Section 14 Rehabilitation (WTC ESI SECTION 14 REHAB) 1139075

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 6 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Kirkland,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/26 - 04/30/26 | $0 | $0 | $0 | $183,340 | $183,340 |
| **2 Preliminary Design** 05/01/26 - 11/30/26 | $0 | $0 | $0 | $366,681 | $366,681 |
| **3 Final Design** 12/01/26 - 08/31/27 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 09/01/27 - 09/30/29 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 10/01/29 - 12/31/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$550,021** | **$550,021** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $0 | $550,021 | $550,021 |
| **Total Revenue** | **$0** | **$0** | **$550,021** | **$550,021** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC ESI SECTION 14 REHAB 1139075

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $183,340 | $183,340 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $366,681 | $366,681 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$550,021** | **$550,021** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $183,340 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $918,258 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,875,043 | $0 | $0 | $0 |
| 4 Implementation | $0 | $6,886,916 | $0 | $0 | $0 |
| 5 Closeout | $0 | $72,277 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$9,935,834** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC ESI SECTION 14 REHAB 1139075

## Current Scope

East Side Interceptor Section 14 Rehabilitation - This project will rehabilitate or replace 900 linear feet of 84-inch diameter reinforced concrete pipeline of the East Side Interceptor (ESI) located in Kirkland, WA.

## 1. PROJECT SCOPE

East Side Interceptor Section 14 Rehabilitation - This project will rehabilitate or replace 900 linear feet of 84-inch diameter reinforced concrete pipeline of the East Side Interceptor (ESI) located in Kirkland, WA.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC ESI SECTION 14 REHAB 1139075

## 3. PROJECT JUSTIFICATION

This pipeline has severe corrosion due to hydrogen sulfide, putting it at risk of failure. The pipeline is located in an area zoned for commercial and residential use, and is located near an elementary school. The risk of pipe failure includes potential overflow of 18 million gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2025/26 biennial budget. Expenditures are forecasted to start in 2026.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity on this project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** WTC ESI SECTION 14 REHAB 1139075

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## EBI Section 4 Rehabilitation (WTC EBI SECTION 4 REHAB) 1139076

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Southern Industrial District of Downtown Seattle, (SODO), WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/26 - 04/30/26 | $0 | $0 | $0 | $100,257 | $100,257 |
| **2 Preliminary Design** 05/01/26 - 11/30/26 | $0 | $0 | $0 | $300,771 | $300,771 |
| **3 Final Design** 12/01/26 - 08/31/27 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 09/01/27 - 09/30/29 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 10/01/29 - 12/31/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$401,028** | **$401,028** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $0 | $401,028 | $401,028 |
| **Total Revenue** | **$0** | **$0** | **$401,028** | **$401,028** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WTC EBI SECTION 4 REHAB 1139076

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $100,257 | $100,257 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $300,771 | $300,771 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$401,028** | **$401,028** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $100,257 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $300,771 | $0 | $0 | $0 |
| 3 Final Design | $0 | $949,745 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,342,250 | $0 | $0 | $0 |
| 5 Closeout | $0 | $91,328 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,784,351** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** WTC EBI SECTION 4 REHAB 1139076

## Current Scope

Elliott Bay Interceptor Section 4 Rehabilitation - This project will rehabilitate or replace 730 linear feet of 72-inch diameter reinforced concrete pipeline of the Elliott Bay Interceptor (EBI) located in the Industrial District of Seattle, WA.

## 1. PROJECT SCOPE

Elliott Bay Interceptor Section 4 Rehabilitation - This project will rehabilitate or replace 730 linear feet of 72-inch diameter reinforced concrete pipeline of the Elliott Bay Interceptor (EBI) located in the Industrial District of Seattle, WA.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC EBI SECTION 4 REHAB 1139076

## 3. PROJECT JUSTIFICATION

The pipeline has moderate corrosion due to hydrogen sulfide and is at moderate risk of failure. The pipeline is located near Spokane and Colorado streets in a heavy traffic area. The risk of pipe failure include potential overflow of 40-50 million gallons per day, creating potential public safety and health issues.

## 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested as part of the 2025/26 biennial budget. Expenditures are forecasted to start in 2026.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Overall Opportunity Index: 0.78 Socioeconomic Status Opportunity Index: 0.55 Household Composition Opportunity Index: 0.22 Race/Ethnicity Index: 0.93 Housing and Transportation Opportunity Index: 0.95

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC EBI SECTION 4 REHAB 1139076

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC SP DWATER CARBN TOWR SCRUB 1139096

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 05/16/2024 |
| **Location** | South Treatment Plant, Renton, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $12,113 | $0 | $12,113 |
| **2 Preliminary Design** | $0 | $0 | $188,961 | $0 | $188,961 |
| **3 Final Design** | $0 | $0 | $495,287 | $64,648 | $559,935 |
| **4 Implementation** | $0 | $0 | $1,398,176 | $854,032 | $2,252,208 |
| **5 Closeout** | $0 | $0 | $113 | $5,111 | $5,224 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$2,094,650** | **$923,791** | **$3,018,441** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $2,094,650 | $923,791 | $3,018,441 |
| **Total Revenue** | **$0** | **$2,094,650** | **$923,791** | **$3,018,441** |

### EXPENSE WTC SP DWATER CARBN TOWR SCRUB 1139096

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $9,130 | $2,983 | $0 | $12,113 |
| **2 Prelim Design** | $0 | $0 | $85,530 | $103,431 | $0 | $188,961 |
| **3 Final Design** | $0 | $0 | $450 | $494,837 | $64,648 | $559,935 |
| **4 Implementation** | $0 | $0 | $75,683 | $1,322,494 | $854,032 | $2,252,209 |
| **5 Closeout** | $0 | $0 | $0 | $113 | $5,111 | $5,224 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$170,793** | **$1,923,858** | **$923,791** | **$3,018,442** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $12,113 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $188,961 | $0 | $0 | $0 |
| 3 Final Design | $0 | $559,935 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,252,209 | $0 | $0 | $0 |
| 5 Closeout | $0 | $5,224 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,018,442** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $9,130 | ($9,130) |
| 2 Preliminary Design | $0 | $0 | $85,530 | ($85,530) |
| 3 Final Design | $0 | $0 | $450 | ($450) |
| 4 Implementation | $0 | $0 | $75,683 | ($75,683) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$170,793** | **($170,793)** |

## NARRATIVES

WTC SP DWATER CARBN TOWR SCRUB 1139096

### Current Scope

South Plant Dewatering Carbon Tower and Scrubber - Replace the existing corroded Carbon Tower Supply Blower with a smaller, more efficient unit. Install a ventilation system in the tower blower room that meets National Fire Protection Association (NFPA) 820 requirements for an unclassified space. Replace the carbon media (while the Carbon Tower is off-line) and implement various improvements to the Carbon Tower to promote better flow characteristics and odor treatment efficiency.

### 1. PROJECT SCOPE

South Plant Dewatering Carbon Tower and Scrubber - Replace the existing corroded Carbon Tower Supply Blower with a smaller, more efficient unit. Install a ventilation system in the tower blower room that meets National Fire Protection Association (NFPA) 820 requirements for an unclassified space. Replace the carbon media (while the Carbon Tower is off-line) and implement various improvements to the Carbon Tower to promote better flow characteristics and odor treatment efficiency.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The existing Carbon Tower Supply Blower is 36 years old and has corroded from years of exposure to the chemical mist from the Chemical Odor Reduction Towers (ORTs). The Blower Room does not meet requirements for an unclassified space, per NFPA 820, as it does not have a ventilation system. This project will bring this room into code compliance. The existing carbon requires replacement, as it is 13 years old and long past useful life. Other improvements will address multiple operational problems with the existing Carbon Tower.

### 4. PROJECT BENEFITS/OUTCOMES

The project will address persistent problems of corrosion and improve the effectiveness of the carbon scrubbing process to ensure reliable odor treatment. Improved ventilation in the Carbon Tower Supply Blower room will also meet current Fire and Safety Codes, improving operational processes.

**NARRATIVES** WTC SP DWATER CARBN TOWR SCRUB 1139096

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2. At this time, it is anticipated that there is likely to be an overall decrease in operational cost. The existing equipment is nearing failure and would require significant Operations & Maintenance costs in the future to address corroding metals in the vicinity. There is likely to be a net-zero impact on staffing. Additional effort to balance airflow between the beds and maintain the new Heating, Ventilation, and Air Conditioning (HVAC) system will be balanced by the avoidance of the additional precautions that must be taken if the room were to remain out of compliance with Fire & Safety codes.

## 8. PROJECT STATUS

New.

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis and life-cycle-cost analysis will be performed once the project reaches Gate 2 or a sufficient level of design.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

Project is replacing existing equipment and is not visible or accessible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

South Treatment Plant (census tract 262) has a total population of 5,685 people and an Overall Opportunity Index of 0.72, which indicates a moderate to high level of vulnerability among individuals living in the census tract. Three of the four themes—Social Economic Status, Race/Ethnicity and Language, and Housing and Transportation—have significantly higher levels of vulnerability than the WTD median. Notably, the per capita income is $25,383, which is roughly $16,000 less than the WTD median. The census tract also has higher than median values for people of color, individuals with no high school diploma, and multi-unit structures. Opportunities to advance equity and social justice during construction will likely be in any opportunities you can find in the hiring and sourcing process. This may include working with contractors that offer apprenticeship programs aimed at local workers or hiring a local company. The project scope indicates that all work should occur inside the existing plant boundaries and should produce few impacts to the community during construction. The goal of this project is to modify and refurbish the odor control system to improve performance and permit compliance. Ensuring that fewer odors impact near neighbors of South Treatment Plant reduces negative impacts to quality of life and furthers the goal of healthy built and natural environments

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project will strive for the Platinum level on the Sustainability Scorecard (or approved alternative rating system). This will further the SCAP Green Building Goal Area target of 100% of King County projects achieving Platinum certification or better by 2020. Progress towards the target will be measured by identification of the anticipated and achieved Certification level in Sustainability Scorecards prepared at 30% design and project completion, respectively. Project will maximize construction and demolition waste (C&D) diversion from landfills by striving for an 85% diversion rate. This will further the SCAP Green Building Goal Area target of County capital projects achieving, on average, an 85% percent C&D diversion rate by 2025. Progress towards the target will be measured by identification of a projected C&D diversion rate in a C&D Plan prepared at 30% design and the identification of an actual C&D diversion rate in a C&D Report prepared at project completion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** WTC SP DWATER CARBN TOWR SCRUB 1139096

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC M STREET TRUNK REHAB 1139097

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Auburn,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $122,702 | $0 | $122,702 |
| **2 Preliminary Design** | $0 | $0 | $368,105 | $0 | $368,105 |
| **3 Final Design** | $0 | $0 | $1,782,274 | $0 | $1,782,274 |
| **4 Implementation** | $0 | $0 | $6,987,890 | $0 | $6,987,890 |
| **5 Closeout** | $0 | $0 | $144,426 | $0 | $144,426 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$9,405,397** | **$0** | **$9,405,397** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $9,405,398 | $0 | $9,405,398 |
| **Total Revenue** | **$0** | **$9,405,398** | **$0** | **$9,405,398** |

### EXPENSE WTC M STREET TRUNK REHAB 1139097

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $122,702 | $0 | $0 | $122,702 |
| **2 Prelim Design** | $0 | $0 | $368,105 | $0 | $0 | $368,105 |
| **3 Final Design** | $0 | $0 | $0 | $1,782,274 | $0 | $1,782,274 |
| **4 Implementation** | $0 | $0 | $0 | $6,987,890 | $0 | $6,987,890 |
| **5 Closeout** | $0 | $0 | $0 | $144,426 | $0 | $144,426 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$490,807** | **$8,914,590** | **$0** | **$9,405,397** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $122,702 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $368,106 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,782,274 | $0 | $0 | $0 |
| 4 Implementation | $0 | $6,987,890 | $0 | $0 | $0 |
| 5 Closeout | $0 | $144,426 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$9,405,398** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $122,702 | ($122,702) |
| 2 Preliminary Design | $0 | $0 | $368,105 | ($368,105) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$490,807** | **($490,807)** |

## NARRATIVES

WTC M STREET TRUNK REHAB 1139097

### Current Scope

M Street Trunk Rehabilitation - This project will rehabilitate or replace 3,350 linear feet of 18, 24, and 30-inch diameter reinforced concrete pipeline located in Auburn, WA.

### 1. PROJECT SCOPE

M Street Trunk Rehabilitation - This project will rehabilitate or replace 3,350 linear feet of 18, 24, and 30-inch diameter reinforced concrete pipeline located in Auburn, WA.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This pipeline has severe corrosion due to hydrogen sulfide and is at high risk of failure. A portion of this pipeline failed in March 2020. The risk of pipe failure includes a potential overflow, creating potential safety and health issues, and disrupting conveyance of wastewater from Auburn to the South Treatment Plant.

### 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure.

### 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

### 6. FUNDING AND REVENUE DISCUSSION

**NARRATIVES** WTC M STREET TRUNK REHAB 1139097

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

This project has not started yet, but is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2. A preliminary options analysis will be performed as part of the capital project formulation.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Overall Opportunity Index: 0.23 Socioeconomic Status Opportunity Index: 0.08 Household Composition Opportunity Index: 0 Race/Ethnicity Index: 0.54 Housing and Transportation Opportunity Index: 0.96

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC OFFSITE LVL CNTRL UPGRADE 1139098

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | WTC OFFSITE LVL CNTRL UPGRADE |
| **Substantial Completion** | |
| **Location** | System-wide improvements. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $166,667 | $0 | $166,667 |
| **2 Preliminary Design** | $0 | $0 | $2,208,333 | $0 | $2,208,333 |
| **3 Final Design** | $0 | $0 | $11,875,000 | $0 | $11,875,000 |
| **4 Implementation** | $0 | $0 | $1,250,000 | $37,981,070 | $39,231,070 |
| **5 Closeout** | $0 | $0 | $0 | $1,018,930 | $1,018,930 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$15,500,000** | **$39,000,000** | **$54,500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $15,500,000 | $39,000,000 | $54,500,000 |
| **Total Revenue** | **$0** | **$15,500,000** | **$39,000,000** | **$54,500,000** |

### EXPENSE WTC OFFSITE LVL CNTRL UPGRADE 1139098

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $166,667 | $0 | $0 | $166,667 |
| **2 Prelim Design** | $0 | $0 | $333,333 | $1,875,000 | $0 | $2,208,333 |
| **3 Final Design** | $0 | $0 | $0 | $11,875,000 | $0 | $11,875,000 |
| **4 Implementation** | $0 | $0 | $0 | $1,250,000 | $37,981,070 | $39,231,070 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $1,018,930 | $1,018,930 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$500,000** | **$15,000,000** | **$39,000,000** | **$54,500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $166,667 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $2,208,333 | $0 | $0 | $0 |
| 3 Final Design | $0 | $11,875,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $54,231,071 | $0 | $0 | $0 |
| 5 Closeout | $0 | $1,018,930 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$69,500,001** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $166,667 | ($166,667) |
| 2 Preliminary Design | $0 | $0 | $333,333 | ($333,333) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$500,000** | **($500,000)** |

## NARRATIVES

WTC OFFSITE LVL CNTRL UPGRADE 1139098

### Current Scope

Offsite Level Control Upgrade - The scope of this project is to evaluate the wet well level control equipment and configuration at all Wastewater Treatment Division (WTD) offsite facilities, replace obsolete wet well level control equipment, and implement improvements to bring all facilities into compliance with modern level control design standards.

### 1. PROJECT SCOPE

Offsite Level Control Upgrade - The scope of this project is to evaluate the wet well level control equipment and configuration at all Wastewater Treatment Division (WTD) offsite facilities, replace obsolete wet well level control equipment, and implement improvements to bring all facilities into compliance with modern level control design standards.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This project will address two distinct but interrelated issues: 1. WTD uses standardized programmable logic controllers (PLC) and level indicating controllers (LIC) integrated with control panels to monitor and control wet well levels at many of its offsite facilities. This equipment directly contributes to the operations of these offsite facilities, and if fails, could contribute to an overflow. The original equipment manufacturer (OEM) notified WTD that is has discontinued all models of their product line and will not be offering a 'like-in-kind' alternatives. OEM will also discontinue all parts support for these controllers by 2022. 2. Many of WTD's older offsite facilities utilized wet well level control designs and data communication equipment that do not meet current standards. One of the common design deficiencies, the use of submersible level control floats, was a direct contributor to an overflow event in 2019. These design and data communication deficiencies create an inherent risk of overflows.

### 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will bring wet well level control designs and equipment up to date at numerous offsite facilities, avoiding potential failure. There is also potential for energy savings derived from a more robust programming architecture and communication protocols.

# Capital Appropriation Proposal



**NARRATIVES** WTC OFFSITE LVL CNTRL UPGRADE 1139098

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2. A preliminary options analysis will be performed as part of the capital project formulation.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

Equipment being replaced is not publicly accessible or visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity on this project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WTC OFFSITE LVL CNTRL UPGRADE 1139098

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC SP BARSCREEN UPGRADE 1139099

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Renton,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $127,859 | $0 | $127,859 |
| **2 Preliminary Design** | $0 | $0 | $648,355 | $0 | $648,355 |
| **3 Final Design** | $0 | $0 | $2,918,981 | $0 | $2,918,981 |
| **4 Implementation** | $0 | $0 | $193,973 | $6,896,833 | $7,090,806 |
| **5 Closeout** | $0 | $0 | $0 | $25,384 | $25,384 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$3,889,168** | **$6,922,217** | **$10,811,385** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $3,889,168 | $6,922,216 | $10,811,384 |
| **Total Revenue** | **$0** | **$3,889,168** | **$6,922,216** | **$10,811,384** |

### EXPENSE WTC SP BARSCREEN UPGRADE 1139099

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $127,859 | $0 | $0 | $127,859 |
| **2 Prelim Design** | $0 | $0 | $255,717 | $392,638 | $0 | $648,355 |
| **3 Final Design** | $0 | $0 | $0 | $2,918,981 | $0 | $2,918,981 |
| **4 Implementation** | $0 | $0 | $0 | $193,973 | $6,896,833 | $7,090,806 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $25,384 | $25,384 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$383,576** | **$3,505,592** | **$6,922,217** | **$10,811,385** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $127,859 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $648,356 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,918,980 | $0 | $0 | $0 |
| 4 Implementation | $0 | $7,090,806 | $0 | $0 | $0 |
| 5 Closeout | $0 | $25,384 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$10,811,385** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $127,859 | ($127,859) |
| 2 Preliminary Design | $0 | $0 | $255,717 | ($255,717) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$383,576** | **($383,576)** |

## NARRATIVES

WTC SP BARSCREEN UPGRADE 1139099

### Current Scope

South Plant Bar Screen Upgrade - The main objective of this project is to replace the eight bar screens at the South Treatment Plant in Renton, WA. The bar screens remove debris, such as cans, rocks, sticks, and rags from the plant influent. The eight single-rake barscreens will be replaced with either new single-rake or multi-rake barscreens. This will ensure compliance with the 3/8" maximum barscreen spacing per WAC 173-308-205 to maintain biosolids quality. The project must also assure the screening process maintains sufficient hydraulic capacity to fully utilize the capacity of the raw sewage pumps.

### 1. PROJECT SCOPE

South Plant Bar Screen Upgrade - The main objective of this project is to replace the eight bar screens at the South Treatment Plant in Renton, WA. The bar screens remove debris, such as cans, rocks, sticks, and rags from the plant influent. The eight single-rake barscreens will be replaced with either new single-rake or multi-rake barscreens. This will ensure compliance with the 3/8" maximum barscreen spacing per WAC 173-308-205 to maintain biosolids quality. The project must also assure the screening process maintains sufficient hydraulic capacity to fully utilize the capacity of the raw sewage pumps.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Due to the age of barscreens 1-4, the use of 5-8 has increased despite their non-compliance with existing WAC. The additional use of barscreens 5-8 has increased wear on downstream plant equipment because larger material can get past the barscreens during the separation process. The existing barscreens were installed in the mid-1990s. Due to their age, barscreens 1-4 are in need of more frequent maintenance yet replacement parts are unavailable and must be specially made. This results in longer lead time on replacement parts and longer durations that the barscreens are out of service.

**NARRATIVES** WTC SP BARSCREEN UPGRADE 1139099

## 4. PROJECT BENEFITS/OUTCOMES

Currently, maintenance workers must use scaffolding and confined space entry protocols to conduct maintenance on the barscreens and this will still be required for future maintenance. However, it is expected that the replacement of the barscreens will decrease the frequency of maintenance activities. The replacement of these barscreens will also ensure a smoother separation process during treatment and a higher quality biosolids product at the end.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

This project has not yet started. This project has completed a project formulation process to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to gate 2. A preliminary alternatives analysis has been performed as part of the formulation project.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Project is to replace existing equipment and is located in an area that is not accessible or visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity on this project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project would maintain biosolids quality. Loop biosolids that are used as a soil amendment sequester large amounts of carbon. This helps WTD meet its SCAP targets related to carbon neutrality. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC SP BARSCREEN UPGRADE 1139099

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WP PE/FE FLOWMTR REPLACE 1139100

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West Point Treatment Plant, Magnolia,Seattle, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $37,118 | $0 | $37,118 |
| **2 Preliminary Design** | $0 | $0 | $166,029 | $0 | $166,029 |
| **3 Final Design** | $0 | $0 | $674,266 | $0 | $674,266 |
| **4 Implementation** | $0 | $0 | $44,607 | $1,665,284 | $1,709,891 |
| **5 Closeout** | $0 | $0 | $0 | $6,987 | $6,987 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$922,020** | **$1,672,271** | **$2,594,291** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $922,021 | $1,672,270 | $2,594,291 |
| **Total Revenue** | **$0** | **$922,021** | **$1,672,270** | **$2,594,291** |

### EXPENSE WTC WP PE/FE FLOWMTR REPLACE 1139100

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $37,118 | $0 | $0 | $37,118 |
| **2 Prelim Design** | $0 | $0 | $74,235 | $91,794 | $0 | $166,029 |
| **3 Final Design** | $0 | $0 | $0 | $674,266 | $0 | $674,266 |
| **4 Implementation** | $0 | $0 | $0 | $44,607 | $1,665,284 | $1,709,891 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $6,987 | $6,987 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$111,353** | **$810,667** | **$1,672,271** | **$2,594,291** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $37,118 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $166,030 | $0 | $0 | $0 |
| 3 Final Design | $0 | $674,266 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,709,891 | $0 | $0 | $0 |
| 5 Closeout | $0 | $6,987 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,594,292** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $37,118 | ($37,118) |
| 2 Preliminary Design | $0 | $0 | $74,235 | ($74,235) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$111,353** | **($111,353)** |

## NARRATIVES

WTC WP PE/FE FLOWMTR REPLACE 1139100

### Current Scope

West Point Primary Effluent/Final Effluent Flowmeter Replacement - This project will replace the primary effluent (PE) and final effluent (FE) propeller flowmeters at the West Point Treatment Plant (WPTP) in order to provide accurate flow information to the Department of Ecology (DOE) as required by the West Point Operating Permit.

### 1. PROJECT SCOPE

West Point Primary Effluent/Final Effluent Flowmeter Replacement - This project will replace the primary effluent (PE) and final effluent (FE) propeller flowmeters at the West Point Treatment Plant (WPTP) in order to provide accurate flow information to the Department of Ecology (DOE) as required by the West Point Operating Permit.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Accurate and reliable flow measurements are crucial to biological process control, hydraulic operations, and compliance with the operating and discharge permits of the facility. The PE and FE propeller flowmeters are no longer providing accurate and reliable readings. The existing magnetic flowmeters are obsolete and are no longer supported for spare parts from the manufacturer.

### 4. PROJECT BENEFITS/OUTCOMES

This project will improve the accuracy of flow information provided to the DOE under the West Point Operating Permit.

### 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** WTC WP PE/FE FLOWMTR REPLACE 1139100

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2. A preliminary options analysis will be performed as part of the capital project formulation.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Replacement of existing equipment, not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. Overall Opportunity Index: 0.04 Socioeconomic Status Opportunity Index: 0.01 Household Composition Opportunity Index: 0.16 Race/Ethnicity Index: 0.23 Housing and Transportation Opportunity Index: 0.16. Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC LKLND HLS RW SEW PUMP REPL 1139101

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Auburn, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $154,903 | $0 | $154,903 |
| **2 Preliminary Design** | $0 | $0 | $646,584 | $0 | $646,584 |
| **3 Final Design** | $0 | $0 | $2,820,480 | $0 | $2,820,480 |
| **4 Implementation** | $0 | $0 | $195,175 | $12,740,612 | $12,935,787 |
| **5 Closeout** | $0 | $0 | $0 | $322,968 | $322,968 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$3,817,142** | **$13,063,580** | **$16,880,722** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $3,817,142 | $13,063,580 | $16,880,722 |
| **Total Revenue** | **$0** | **$3,817,142** | **$13,063,580** | **$16,880,722** |

### EXPENSE WTC LKLND HLS RW SEW PUMP REPL 1139101

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $154,903 | $0 | $0 | $154,903 |
| **2 Prelim Design** | $0 | $0 | $309,806 | $336,778 | $0 | $646,584 |
| **3 Final Design** | $0 | $0 | $0 | $2,820,480 | $0 | $2,820,480 |
| **4 Implementation** | $0 | $0 | $0 | $195,175 | $12,740,612 | $12,935,787 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $322,968 | $322,968 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$464,709** | **$3,352,433** | **$13,063,580** | **$16,880,722** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $154,903 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $646,585 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,820,480 | $0 | $0 | $0 |
| 4 Implementation | $0 | $15,975,407 | $0 | $0 | $0 |
| 5 Closeout | $0 | $322,967 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$19,920,342** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $154,903 | ($154,903) |
| 2 Preliminary Design | $0 | $0 | $309,806 | ($309,806) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$464,709** | **($464,709)** |

## NARRATIVES

WTC LKLND HLS RW SEW PUMP REPL 1139101

### Current Scope

Lakeland Hills Raw Sewage Pump Replacement - The main objective of this project is to replace the raw sewage pumping (RSP) equipment at the Lakeland Hills Pump Station in Auburn, WA. The assets are at the end of their useful life and are obsolete. They are also located in a hazardous location for maintenance. This project would both replace the pumps and move them from the confined space they currently occupy.

### 1. PROJECT SCOPE

Lakeland Hills Raw Sewage Pump Replacement - The main objective of this project is to replace the raw sewage pumping (RSP) equipment at the Lakeland Hills Pump Station in Auburn, WA. The assets are at the end of their useful life and are obsolete. They are also located in a hazardous location for maintenance. This project would both replace the pumps and move them from the confined space they currently occupy.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

There is significant risk of a pump failure with no immediate spare available creating potential for overflow. This problem was identified in 2016 when the discharge check valve on the #1 RSP had to be repaired in place due to being obsolete with no replacement available. The RSPs show an installation date of 1980. The existing motors are inefficient and operate on across-the-line starters, creating frequent large starting currents and associated electricity costs. The pump impellers are not capable of handling the increased number of non-flushable items finding their way into the wastewater stream (sanitary wipes, diapers, rags, etc.) and become clogged easily. This requires extra time from the operations staff to isolate, drain, clear and return to service and reduced reliability when one pump is clogged.

### 4. PROJECT BENEFITS/OUTCOMES

This project will improve resiliency, energy efficiency, and operability of the pump station. It will also improve safety at the station as the current space where the raw sewage pumps are installed is a confined space. If this project is approved, all potential safety hazards of confined space work related to the existing drywell would be eliminated with the pumps moved to the wet well.

# Capital Appropriation Proposal



**NARRATIVES** WTC LKLND HLS RW SEW PUMP REPL 1139101

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to gate 2. A preliminary options analysis will be performed as part of the formulation project.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

The project is replacing existing equipment and is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan The pump station resides near schools, trails and a park serving priority populations. An ESJ action plan will be established for the project. Overall Opportunity Index: 0.98 Socioeconomic Status Opportunity Index: 0.88 Household Composition Opportunity Index: 0.89 Race/Ethnicity Index: 0.93 Housing and Transportation Opportunity Index: 0.99

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Estimated energy savings are not available at this time and will be determined as project design progresses. Energy-related cost sharing or grant opportunities may be available. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

# Capital Appropriation Proposal



**NARRATIVES** WTC LKLND HLS RW SEW PUMP REPL 1139101

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC LK HLS BLVD SIPHON REPL 1139102

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Bellevue, WA |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $50,892 | $0 | $50,892 |
| **2 Preliminary Design** | $0 | $0 | $152,675 | $0 | $152,675 |
| **3 Final Design** | $0 | $0 | $832,663 | $0 | $832,663 |
| **4 Implementation** | $0 | $0 | $3,567,822 | $0 | $3,567,822 |
| **5 Closeout** | $0 | $0 | $81,866 | $0 | $81,866 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$4,685,918** | **$0** | **$4,685,918** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $4,685,918 | $0 | $4,685,918 |
| **Total Revenue** | **$0** | **$4,685,918** | **$0** | **$4,685,918** |

### EXPENSE WTC LK HLS BLVD SIPHON REPL 1139102

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $50,892 | $0 | $0 | $50,892 |
| **2 Prelim Design** | $0 | $0 | $152,675 | $0 | $0 | $152,675 |
| **3 Final Design** | $0 | $0 | $0 | $832,663 | $0 | $832,663 |
| **4 Implementation** | $0 | $0 | $0 | $3,567,822 | $0 | $3,567,822 |
| **5 Closeout** | $0 | $0 | $0 | $81,866 | $0 | $81,866 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$203,567** | **$4,482,351** | **$0** | **$4,685,918** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $50,892 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $152,675 | $0 | $0 | $0 |
| 3 Final Design | $0 | $832,664 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,567,822 | $0 | $0 | $0 |
| 5 Closeout | $0 | $81,866 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,685,919** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $50,892 | ($50,892) |
| 2 Preliminary Design | $0 | $0 | $152,675 | ($152,675) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$203,567** | **($203,567)** |

## NARRATIVES

WTC LK HLS BLVD SIPHON REPL 1139102

### Current Scope

Lake Hills Boulevard Siphon Replacement - The scope of this project is to rehabilitate or replace the Lake Hills Boulevard Siphon in Bellevue, WA.

### 1. PROJECT SCOPE

Lake Hills Boulevard Siphon Replacement - The scope of this project is to rehabilitate or replace the Lake Hills Boulevard Siphon in Bellevue, WA.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The siphon pipe is experiencing significant degradation due to age, pipe material (asbestos composite), and hydrogen sulfide corrosion. The pipe has experienced multiple previous failures resulting in emergency repairs in a busy street. The entirety of the siphon pipe is believed to be in extremely poor condition. The Wastewater Treatment Division has assessed the asset and determined that a capital rehabilitation or replacement is required as repairs are not a sustainable solution.

### 4. PROJECT BENEFITS/OUTCOMES

Completing this project will reduce the risk of overflows or other impacts due to pipe failure.

### 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

### 6. FUNDING AND REVENUE DISCUSSION

**NARRATIVES** WTC LK HLS BLVD SIPHON REPL 1139102

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2. A preliminary options analysis will be performed as part of the capital project formulation.

## 10. OTHER AGENCY INVOLVEMENT

The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

This is a sewer project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. There is some opportunity optimize benefits for those whose access levels are most deficient or have historically been underserved. Overall Opportunity Index: 0.6 Socioeconomic Status Opportunity Index: 0.51 Household Composition Opportunity Index: 0.46 Race/Ethnicity Index: 0.8 Housing and Transportation Opportunity Index: 0.49

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WP 13V DISTRBT SYS IMPROVE 1139103

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West Point Treatment Plant, Magnolia, Seattle,WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $76,338 | $0 | $76,338 |
| **2 Preliminary Design** | $0 | $0 | $229,013 | $0 | $229,013 |
| **3 Final Design** | $0 | $0 | $1,209,456 | $0 | $1,209,456 |
| **4 Implementation** | $0 | $0 | $3,761,109 | $999,394 | $4,760,503 |
| **5 Closeout** | $0 | $0 | $99,409 | $0 | $99,409 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$5,375,325** | **$999,394** | **$6,374,719** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $5,375,325 | $999,394 | $6,374,719 |
| **Total Revenue** | **$0** | **$5,375,325** | **$999,394** | **$6,374,719** |

### EXPENSE WTC WP 13V DISTRBT SYS IMPROVE 1139103

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $76,338 | $0 | $0 | $76,338 |
| **2 Prelim Design** | $0 | $0 | $229,013 | $0 | $0 | $229,013 |
| **3 Final Design** | $0 | $0 | $0 | $1,209,456 | $0 | $1,209,456 |
| **4 Implementation** | $0 | $0 | $0 | $3,761,109 | $999,394 | $4,760,503 |
| **5 Closeout** | $0 | $0 | $0 | $99,409 | $0 | $99,409 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$305,351** | **$5,069,974** | **$999,394** | **$6,374,719** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $76,338 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $229,014 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,209,456 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,760,503 | $0 | $0 | $0 |
| 5 Closeout | $0 | $99,409 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,374,720** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $76,338 | ($76,338) |
| 2 Preliminary Design | $0 | $0 | $229,013 | ($229,013) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$305,351** | **($305,351)** |

## NARRATIVES

WTC WP 13V DISTRBT SYS IMPROVE 1139103

### Current Scope

West Point 13kV Distribution System Improvement - The scope of this project is to replace the existing 13kV distribution conductors, junction boxes, switches, and electrical equipment at West Point Treatment Plant. The 13kV system distributes power to the Intermediate and Effluent Pumping Stations, which are required to keep flow moving through the plant.

### 1. PROJECT SCOPE

West Point 13kV Distribution System Improvement - The scope of this project is to replace the existing 13kV distribution conductors, junction boxes, switches, and electrical equipment at West Point Treatment Plant. The 13kV system distributes power to the Intermediate and Effluent Pumping Stations, which are required to keep flow moving through the plant.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The electrical power system at West Point Treatment Plant was installed during the plant secondary treatment expansion in the mid-1990s and major components are at or near the end of their expected equipment life. Subject Matter Experts have currently identified this electrical equipment as having a high likelihood of failure. Because this equipment critically supplies power to the intermediate and effluent pump stations, if it fails, the plant would temporarily go offline potentially causing disruption and possible overflows.

### 4. PROJECT BENEFITS/OUTCOMES

Replacing the existing 13kV distribution components will build a safe, reliable, and functional system that will meet the needs of the plant. The completion of this project will help resolve issues relating to employee exposure to electrical safety hazards, operational constraints on the plant, electrical system reliability, unscheduled outages, and incurred financial costs due to emergency repairs, regulatory fines, and liability awards.

# Capital Appropriation Proposal



**NARRATIVES** WTC WP 13V DISTRBT SYS IMPROVE 1139103

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle cost analysis performed in preliminary design.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

Alternatives will be analyzed and a life cycle cost analysis will be performed as part of the preliminary design process leading up to Gate 2. An options analysis will be conducted as part of project formulation

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

Project is replacing existing equipment and is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity to address ESJ on this project. Overall Opportunity Index: 0.04 Socioeconomic Status Opportunity Index: 0.01 Household Composition Opportunity Index: 0.16 Race/Ethnicity Index: 0.23 Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

# Capital Appropriation Proposal



**NARRATIVES** WTC WP 13V DISTRBT SYS IMPROVE 1139103

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WP PROPANE SYS IMPROVE 1139104

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West Point Treatment Plant, Magnolia, Seattle, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $145,833 | $0 | $145,833 |
| **2 Preliminary Design** | $0 | $0 | $454,167 | $0 | $454,167 |
| **3 Final Design** | $0 | $0 | $556,953 | $1,985,013 | $2,541,966 |
| **4 Implementation** | $0 | $0 | $0 | $878,504 | $878,504 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,156,953** | **$2,863,517** | **$4,020,470** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $1,156,953 | $2,863,517 | $4,020,470 |
| **Total Revenue** | **$0** | **$1,156,953** | **$2,863,517** | **$4,020,470** |

### EXPENSE WTC WP PROPANE SYS IMPROVE 1139104

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $145,833 | $0 | $0 | $145,833 |
| **2 Prelim Design** | $0 | $0 | $104,167 | $350,000 | $0 | $454,167 |
| **3 Final Design** | $0 | $0 | $0 | $556,953 | $1,985,013 | $2,541,966 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $878,504 | $878,504 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$250,000** | **$906,953** | **$2,863,517** | **$4,020,470** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $145,833 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $454,167 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,541,966 | $0 | $0 | $0 |
| 4 Implementation | $0 | $9,383,337 | $0 | $0 | $0 |
| 5 Closeout | $0 | $62,109 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$12,587,412** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $145,833 | ($145,833) |
| 2 Preliminary Design | $0 | $0 | $104,167 | ($104,167) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$250,000** | **($250,000)** |

## NARRATIVES

WTC WP PROPANE SYS IMPROVE 1139104

### Current Scope

West Point Propane System Improvement - The objective of this project is to implement the recommendations from the Propane System Assessment Project (1135865). This assessment was completed in Fall 2019, and short term safety measures are in implementation and scheduled to complete in early 2021. The recommended scope of this project implements long term measures that include the replacement or refurbishment of the propane system components, including tanks, piping, vaporizers, relief valves, and instrumentation and controls equipment.

### 1. PROJECT SCOPE

West Point Propane System Improvement - The objective of this project is to implement the recommendations from the Propane System Assessment Project (1135865). This assessment was completed in Fall 2019, and short term safety measures are in implementation and scheduled to complete in early 2021. The recommended scope of this project implements long term measures that include the replacement or refurbishment of the propane system components, including tanks, piping, vaporizers, relief valves, and instrumentation and controls equipment.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The propane system is at end of its equipment and service life. The controls and safety systems are inadequate and out of compliance with current codes. In addition to safety risks of the propane gas system, consequences of delaying this work would be increased maintenance and operations costs to keep the system reliable and in service. This may necessitate replacement of major pieces of equipment in the interim.

**NARRATIVES** WTC WP PROPANE SYS IMPROVE 1139104

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will reduce or eliminate micro propane leaks, improve safety and operations by remote monitoring of pressure and other system stats, and ensure continued operation of this critical plant process. This project will be coordinated with the Raw Sewage Pump replacement project, and will provide an opportunity to "right-size" the propane system to meet the reduced propane needs of the plant.

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

New. The assessment under 1135865 that will inform scope of this project is complete and the near term solutions are scheduled to complete in early 2021.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to gate 2. A preliminary alternatives analysis has been performed as part of the assessment project.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Replacement or rehabilitation of existing equipment not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. There is little to no opportunity to address ESJ on this project. Overall Opportunity Index: 0.04 Socioeconomic Status Opportunity Index: 0.01 Household Composition Opportunity Index: 0.16 Race/Ethnicity Index: 0.23 Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to improve its ability to track propane use at West Point. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** WTC WP PROPANE SYS IMPROVE 1139104

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WP MAIN SUBSTAT IMPROVE 1139105

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West Point Treatment Plant, Magnolia, Seattle, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $230,370 | $0 | $230,370 |
| **2 Preliminary Design** | $0 | $0 | $691,109 | $0 | $691,109 |
| **3 Final Design** | $0 | $0 | $3,369,493 | $0 | $3,369,493 |
| **4 Implementation** | $0 | $0 | $7,256,374 | $5,199,867 | $12,456,241 |
| **5 Closeout** | $0 | $0 | $235,572 | $0 | $235,572 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$11,782,918** | **$5,199,867** | **$16,982,785** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $11,782,917 | $5,199,867 | $16,982,784 |
| **Total Revenue** | **$0** | **$11,782,917** | **$5,199,867** | **$16,982,784** |

### EXPENSE WTC WP MAIN SUBSTAT IMPROVE 1139105

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $230,370 | $0 | $0 | $230,370 |
| **2 Prelim Design** | $0 | $0 | $691,109 | $0 | $0 | $691,109 |
| **3 Final Design** | $0 | $0 | $0 | $3,369,493 | $0 | $3,369,493 |
| **4 Implementation** | $0 | $0 | $0 | $7,256,374 | $5,199,867 | $12,456,241 |
| **5 Closeout** | $0 | $0 | $0 | $235,572 | $0 | $235,572 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$921,479** | **$10,861,439** | **$5,199,867** | **$16,982,785** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $230,370 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $691,109 | $0 | $0 | $0 |
| 3 Final Design | $0 | $3,369,493 | $0 | $0 | $0 |
| 4 Implementation | $0 | $12,456,241 | $0 | $0 | $0 |
| 5 Closeout | $0 | $235,572 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$16,982,785** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $230,370 | ($230,370) |
| 2 Preliminary Design | $0 | $0 | $691,109 | ($691,109) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$921,479** | **($921,479)** |

## NARRATIVES

WTC WP MAIN SUBSTAT IMPROVE 1139105

### Current Scope

West Point Main Substation Improvement - This project will replace the main switchgear and other electrical components in the Main Substation at West Point Treatment Plant. The Main Substation takes power from primary incoming Seattle City Light distribution and distributes it to multiple substations providing power to operating units throughout the plant.

### 1. PROJECT SCOPE

West Point Main Substation Improvement - This project will replace the main switchgear and other electrical components in the Main Substation at West Point Treatment Plant. The Main Substation takes power from primary incoming Seattle City Light distribution and distributes it to multiple substations providing power to operating units throughout the plant.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The electrical power system at West Point Treatment Plant was installed during the plant secondary treatment expansion in the mid-1990s and major components are at or near the end of their expected equipment life. Subject Matter Experts have currently identified this electrical equipment as having a high likelihood of failure. Because this equipment critically supplies power to most plant processes, if it fails, the plant would temporarily go offline potentially causing disruption and possible overflows.

### 4. PROJECT BENEFITS/OUTCOMES

The completion of this project will create a safer working environment, replace equipment that has reached the end of its useful life, improve power reliability and monitoring, and reduce power failure events resulting in untreated flow bypasses. This project will improve the reliability and operability of the plant electrical systems and support critical life safety systems.

### 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

**NARRATIVES** WTC WP MAIN SUBSTAT IMPROVE 1139105

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2. A preliminary options analysis will be performed as part of the capital project formulation.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process.

## 11. ART ELIGIBILITY

Project is replacing existing equipment and is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity to address ESJ on this project. Overall Opportunity Index: 0.04 Socioeconomic Status Opportunity Index: 0.01 Household Composition Opportunity Index: 0.16 Race/Ethnicity Index: 0.23 Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC BW NEUROS NX-300 BLW REPLC 1139106

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Brightwater Treatment Plant, Woodinville, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $25,446 | $0 | $25,446 |
| **2 Preliminary Design** | $0 | $0 | $76,338 | $0 | $76,338 |
| **3 Final Design** | $0 | $0 | $549,887 | $0 | $549,887 |
| **4 Implementation** | $0 | $0 | $2,667,224 | $0 | $2,667,224 |
| **5 Closeout** | $0 | $0 | $69,246 | $0 | $69,246 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$3,388,141** | **$0** | **$3,388,141** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $3,388,141 | $0 | $3,388,141 |
| **Total Revenue** | **$0** | **$3,388,141** | **$0** | **$3,388,141** |

### EXPENSE WTC BW NEUROS NX-300 BLW REPLC 1139106

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $25,446 | $0 | $0 | $25,446 |
| **2 Prelim Design** | $0 | $0 | $76,338 | $0 | $0 | $76,338 |
| **3 Final Design** | $0 | $0 | $0 | $549,887 | $0 | $549,887 |
| **4 Implementation** | $0 | $0 | $0 | $2,667,224 | $0 | $2,667,224 |
| **5 Closeout** | $0 | $0 | $0 | $69,246 | $0 | $69,246 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$101,784** | **$3,286,357** | **$0** | **$3,388,141** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $25,446 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $76,338 | $0 | $0 | $0 |
| 3 Final Design | $0 | $549,887 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,667,224 | $0 | $0 | $0 |
| 5 Closeout | $0 | $69,246 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,388,141** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $25,446 | ($25,446) |
| 2 Preliminary Design | $0 | $0 | $76,338 | ($76,338) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$101,784** | **($101,784)** |

## NARRATIVES

WTC BW NEUROS NX-300 BLW REPLC 1139106

### Current Scope

Brightwater Neuros NX-300 Blower Replacement - This project will replace seven first generation Neuros NX300 blowers with modern turbo blowers that are easier and less expensive to maintain at the Brightwater Treatment Plant in Woodinville, WA.

### 1. PROJECT SCOPE

Brightwater Neuros NX-300 Blower Replacement - This project will replace seven first generation Neuros NX300 blowers with modern turbo blowers that are easier and less expensive to maintain at the Brightwater Treatment Plant in Woodinville, WA.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The vibration sensors in the existing blowers are failing and are contributing to blower core failure. The blowers were installed in 2009 and to date, six out of seven blower cores have failed and required replacement. Two of these replacements were covered under the warranty, while four were paid for out of pocket by the Wastewater Treatment Division (WTD). Five of the six core failures were caused by vibration sensor failure. Repair is not an option as service is only available in Korea. Replacement of the sensors is also not possible without a full core rebuild. The primary reason for the vibration sensor failure is that it is located inside the motor, as was standard in all first generation Neuros models. This results in the sensors easily triggering and shutting off the blower. This flaw has been remedied by re-engineered newer generation turbo blowers that have located the sensor outside of the motor and core allowing for independent and easier replacement.

### 4. PROJECT BENEFITS/OUTCOMES

Replacing these blowers will prevent the need for continued labor-intensive maintenance and repair of these assets. Depending on which model of new blowers are selected, replacement will also deliver some level of energy savings.

### 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

**NARRATIVES** WTC BW NEUROS NX-300 BLW REPLC 1139106

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2. It is anticipated that the project will reduce operating costs

## 8. PROJECT STATUS

This project has not started yet.

## 9. ALTERNATIVES ANALYSIS

The project team will explore alternatives as part of the alternative analysis and life cycle cost analysis performed during preliminary design leading up to Gate 2. Alternatives will likely be limited as this is an equipment replacement project.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Project is to replace existing equipment that is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan. There is little to no ESJ opportunity on this project. Overall Opportunity Index: 0.18 Socioeconomic Status Opportunity Index: 0.31 Household Composition Opportunity Index: 0.2 Race/Ethnicity Index: 0.13 Housing and Transportation Opportunity Index: 0.28

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC SP 2 CTL BLD MED VT SG RPL 1139107

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | South Treatment Plant, Renton, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $35,624 | $0 | $35,624 |
| **2 Preliminary Design** | $0 | $0 | $106,873 | $0 | $106,873 |
| **3 Final Design** | $0 | $0 | $466,344 | $0 | $466,344 |
| **4 Implementation** | $0 | $0 | $960,774 | $681,953 | $1,642,727 |
| **5 Closeout** | $0 | $0 | $28,256 | $0 | $28,256 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,597,871** | **$681,953** | **$2,279,824** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $1,597,871 | $681,953 | $2,279,824 |
| **Total Revenue** | **$0** | **$1,597,871** | **$681,953** | **$2,279,824** |

### EXPENSE WTC SP 2 CTL BLD MED VT SG RPL 1139107

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $35,624 | $0 | $0 | $35,624 |
| **2 Prelim Design** | $0 | $0 | $106,873 | $0 | $0 | $106,873 |
| **3 Final Design** | $0 | $0 | $0 | $466,344 | $0 | $466,344 |
| **4 Implementation** | $0 | $0 | $0 | $960,774 | $681,953 | $1,642,727 |
| **5 Closeout** | $0 | $0 | $0 | $28,256 | $0 | $28,256 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$142,497** | **$1,455,374** | **$681,953** | **$2,279,824** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $35,624 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $106,873 | $0 | $0 | $0 |
| 3 Final Design | $0 | $466,344 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,642,728 | $0 | $0 | $0 |
| 5 Closeout | $0 | $28,256 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,279,825** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $35,624 | ($35,624) |
| 2 Preliminary Design | $0 | $0 | $106,873 | ($106,873) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$142,497** | **($142,497)** |

## NARRATIVES

WTC SP 2 CTL BLD MED VT SG RPL 1139107

### Current Scope

South Plant Secondary Control Building Medium Voltage Switchgear Replacement - The goal of this project is to replace existing medium voltage switchgear at South Plant in Renton with new 4160 medium voltage switchgear. Switchgear is used to provide power to run secondary process areas at South Plant.

### 1. PROJECT SCOPE

South Plant Secondary Control Building Medium Voltage Switchgear Replacement - The goal of this project is to replace existing medium voltage switchgear at South Plant in Renton with new 4160 medium voltage switchgear. Switchgear is used to provide power to run secondary process areas at South Plant.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The medium voltage switchgear in the secondary control building is original equipment from the 1960s and obsolete, making it difficult to buy replacement parts for maintenance and repair. Failure of the switchgear can cause multiple and critical process area shutdowns, losing treatment process capabilities. Further, an Arc Flash study identified code and safety deficiencies in the existing switchgear. An arc flash can occur in the older switchgear potentially causing injury or death to personnel in the area. Replacing the antiquated switchgear will eliminate the deficiencies identified in the Arc Flash study.

### 4. PROJECT BENEFITS/OUTCOMES

This project will reduce the risk to operations of critical power equipment failure. It is also the intent of this project to reuse temporary switchgear purchased during the Raw Sewage Pump replacement project, utilizing equipment that would otherwise be decommisioned or disposed. The project will improve life safety conditions in the event of an arc flash in the secondary control building, as well as overall operability.

# Capital Appropriation Proposal



**NARRATIVES** WTC SP 2 CTL BLD MED VT SG RPL 1139107

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

This project has not yet started.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to gate 2.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

This project is replacing existing equipment and is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan The project is located in areas with some of the highest SVI scores in the region. An ESJ action plan will be established for the project. Overall Opportunity Index: 0.72 Socioeconomic Status Opportunity Index: 0.71 Household Composition Opportunity Index: 0.19 Race/Ethnicity Index: 0.92 Housing and Transportation Opportunity Index: 0.69

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for improved power monitoring. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WTC SP 2 CTL BLD MED VT SG RPL 1139107

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC SP FLOW CTL STRC COM REPL 1139108

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | South Treatment Plant, Renton, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $74,404 | $0 | $74,404 |
| **2 Preliminary Design** | $0 | $0 | $223,212 | $0 | $223,212 |
| **3 Final Design** | $0 | $0 | $964,484 | $0 | $964,484 |
| **4 Implementation** | $0 | $0 | $1,776,747 | $1,240,819 | $3,017,566 |
| **5 Closeout** | $0 | $0 | $42,563 | $0 | $42,563 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$3,081,410** | **$1,240,819** | **$4,322,229** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $3,081,410 | $1,240,819 | $4,322,229 |
| **Total Revenue** | **$0** | **$3,081,410** | **$1,240,819** | **$4,322,229** |

### EXPENSE WTC SP FLOW CTL STRC COM REPL 1139108

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $74,404 | $0 | $0 | $74,404 |
| **2 Prelim Design** | $0 | $0 | $223,212 | $0 | $0 | $223,212 |
| **3 Final Design** | $0 | $0 | $0 | $964,484 | $0 | $964,484 |
| **4 Implementation** | $0 | $0 | $0 | $1,776,747 | $1,240,819 | $3,017,566 |
| **5 Closeout** | $0 | $0 | $0 | $42,563 | $0 | $42,563 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$297,616** | **$2,783,794** | **$1,240,819** | **$4,322,229** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $74,404 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $223,212 | $0 | $0 | $0 |
| 3 Final Design | $0 | $964,484 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,017,566 | $0 | $0 | $0 |
| 5 Closeout | $0 | $42,563 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,322,229** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $74,404 | ($74,404) |
| 2 Preliminary Design | $0 | $0 | $223,212 | ($223,212) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$297,616** | **($297,616)** |

## NARRATIVES

WTC SP FLOW CTL STRC COM REPL 1139108

### Current Scope

South Plant Flow Control Structures (#1-4) Component Replacement - This project will replace the 36" flow meter, 42" control valve and associated piping in each of the first four flow control structures at the South Treatment Plant in Renton, WA. The flow control structures convey secondary effluent to the chlorine contact channel for disinfection and also control the flow which provides level control for the aeration process.

### 1. PROJECT SCOPE

South Plant Flow Control Structures (#1-4) Component Replacement - This project will replace the 36" flow meter, 42" control valve and associated piping in each of the first four flow control structures at the South Treatment Plant in Renton, WA. The flow control structures convey secondary effluent to the chlorine contact channel for disinfection and also control the flow which provides level control for the aeration process.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

These flow meters and control valves have been failing at an increased rate. Flow meter accuracy is critical to permit and operational compliance for the plant. The newest components were installed in 1985 and no longer have manufacturer support. The associated piping has had holes recently develop due to corrosion. The repair required a temporary plate be welded on in order to return to service. Larger holes and more substantial leaks could damage the existing flow meter and reduce capacity of the system while introducing compliance risk. A substantial leak or break could overwhelm the structure and flood it, taking the structure out of service and limit plant capacity, decreasing the ability to provide secondary treatment to incoming flows.

### 4. PROJECT BENEFITS/OUTCOMES

This project will reduce risk of non-compliance and increase mechanical reliability while directly supporting the continued ability to meet or exceed water quality standards.

# Capital Appropriation Proposal



**NARRATIVES** WTC SP FLOW CTL STRC COM REPL 1139108

## 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

This project has not yet started.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to gate 2.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

The project is to replace or rehabilitate existing equipment and is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan The project is located in areas with some of the highest SVI scores in the region. An ESJ action plan will be established for the project. Overall Opportunity Index: 0.72 Socioeconomic Status Opportunity Index: 0.71 Household Composition Opportunity Index: 0.19 Race/Ethnicity Index: 0.92 Housing and Transportation Opportunity Index: 0.69

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WTC SP FLOW CTL STRC COM REPL 1139108

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WP 480V DIST SYS IMPROV 1139109

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West Point Treatment Plant, Magnolia, Seattle, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $221,290 | $0 | $221,290 |
| **2 Preliminary Design** | $0 | $0 | $952,070 | $0 | $952,070 |
| **3 Final Design** | $0 | $0 | $4,664,744 | $0 | $4,664,744 |
| **4 Implementation** | $0 | $0 | $331,433 | $21,411,216 | $21,742,649 |
| **5 Closeout** | $0 | $0 | $0 | $555,769 | $555,769 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$6,169,537** | **$21,966,985** | **$28,136,522** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $6,169,537 | $21,966,985 | $28,136,522 |
| **Total Revenue** | **$0** | **$6,169,537** | **$21,966,985** | **$28,136,522** |

### EXPENSE WTC WP 480V DIST SYS IMPROV 1139109

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $221,290 | $0 | $0 | $221,290 |
| **2 Prelim Design** | $0 | $0 | $442,580 | $509,490 | $0 | $952,070 |
| **3 Final Design** | $0 | $0 | $0 | $4,664,744 | $0 | $4,664,744 |
| **4 Implementation** | $0 | $0 | $0 | $331,433 | $21,411,216 | $21,742,649 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $555,769 | $555,769 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$663,870** | **$5,505,667** | **$21,966,985** | **$28,136,522** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $221,290 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $952,070 | $0 | $0 | $0 |
| 3 Final Design | $0 | $4,664,744 | $0 | $0 | $0 |
| 4 Implementation | $0 | $26,830,678 | $0 | $0 | $0 |
| 5 Closeout | $0 | $555,769 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$33,224,551** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $221,290 | ($221,290) |
| 2 Preliminary Design | $0 | $0 | $442,580 | ($442,580) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$663,870** | **($663,870)** |

## NARRATIVES

WTC WP 480V DIST SYS IMPROV 1139109

### Current Scope

West Point 480V Distribution System Improvements - This project will replace the existing 480V distribution switchgear, conductors, junction boxes, switches and equipment at the West Point Treatment Plant (WPTP). This electrical equipment serves multiple process areas within the plant.

### 1. PROJECT SCOPE

West Point 480V Distribution System Improvements - This project will replace the existing 480V distribution switchgear, conductors, junction boxes, switches and equipment at the West Point Treatment Plant (WPTP). This electrical equipment serves multiple process areas within the plant.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This electrical equipment was installed in the early 1990's and is nearing the end of its useful life. Replacement is critical to avoid ongoing exposure to electrical safety hazards, as well as the operational constrains placed on the plant by the aging assets, including process and equipment shutdowns due to loss of power.

### 4. PROJECT BENEFITS/OUTCOMES

Replacing the switchgear and related components will help to prevent unscheduled outages and the financial costs of emergency repairs, rental equipment, regulatory fines, and liability awards. This project, will improve redundancy, reliability, worker safety and reduce the potential for untreated flows to be released.

### 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

**NARRATIVES** WTC WP 480V DIST SYS IMPROV 1139109

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design prior to gate 2.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Project is to replace existing equipment, and is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity in this area. Overall Opportunity Index: 0.04 Socioeconomic Status Opportunity Index: 0.01 Household Composition Opportunity Index: 0.16 Race/Ethnicity Index: 0.23 Housing and Transportation Opportunity Index: 0.16 Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Estimated energy savings are not available at this time and will be determined as project design progresses. The project also offers an opportunity to install/improve power monitoring. Energy-related cost sharing or grant opportunities may be available. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

# Capital Appropriation Proposal



**NARRATIVES** WTC WP 480V DIST SYS IMPROV 1139109

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WTC WP IPS/EPS PUMP REFURB 1139110

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 4 |
| **Fund** | 3611 WATER QUALITY CONST-UNRES |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | West Point Treatment Plant, Magnolia, Seattle, WA. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $492,675 | $0 | $492,675 |
| **2 Preliminary Design** | $0 | $0 | $2,260,953 | $0 | $2,260,953 |
| **3 Final Design** | $0 | $0 | $5,443,994 | $6,666,667 | $12,110,661 |
| **4 Implementation** | $0 | $0 | $0 | $24,633,582 | $24,633,582 |
| **5 Closeout** | $0 | $0 | $0 | $699,751 | $699,751 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$8,197,622** | **$32,000,000** | **$40,197,622** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | $0 | $8,197,623 | $32,000,000 | $40,197,623 |
| **Total Revenue** | **$0** | **$8,197,623** | **$32,000,000** | **$40,197,623** |

### EXPENSE WTC WP IPS/EPS PUMP REFURB 1139110

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $492,675 | $0 | $0 | $492,675 |
| **2 Prelim Design** | $0 | $0 | $492,675 | $1,768,278 | $0 | $2,260,953 |
| **3 Final Design** | $0 | $0 | $0 | $5,443,994 | $6,666,667 | $12,110,661 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $24,633,582 | $24,633,582 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $699,751 | $699,751 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$985,350** | **$7,212,272** | **$32,000,000** | **$40,197,622** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $492,675 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $2,260,953 | $0 | $0 | $0 |
| 3 Final Design | $0 | $12,110,661 | $0 | $0 | $0 |
| 4 Implementation | $0 | $53,393,193 | $0 | $0 | $0 |
| 5 Closeout | $0 | $699,751 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$68,957,233** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $492,675 | ($492,675) |
| 2 Preliminary Design | $0 | $0 | $492,675 | ($492,675) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$985,350** | **($985,350)** |

## NARRATIVES

WTC WP IPS/EPS PUMP REFURB 1139110

### Current Scope

West Point Intermediate Pump Station/Effluent Pump Station Pump Refurbishment - This project will refurbish or replace the Intermediate Pump Station (IPS) Effluent Pump Station (EPS) pumps and motors at the West Point Treatment Plant (WPTP). These assets are the primary hydraulic drivers of the WPTP.

### 1. PROJECT SCOPE

West Point Intermediate Pump Station/Effluent Pump Station Pump Refurbishment - This project will refurbish or replace the Intermediate Pump Station (IPS) Effluent Pump Station (EPS) pumps and motors at the West Point Treatment Plant (WPTP). These assets are the primary hydraulic drivers of the WPTP.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

These pumps were installed during secondary expansion (1993-1995) have not been refurbished since installation. Vibration levels observed throughout these pump sets and visual inspections indicate refurbishment is required. This is an issue of cumulative wear and tear of over 25 years of service. No operational changes can be made to mitigate this issue. Depending on volume of flow at WPTP, an unanticipated failure of a pump could result in a plant shutdown, diversion, and/or combined sewer overflow (CSO) event.

### 4. PROJECT BENEFITS/OUTCOMES

When completed, the project will improve reliability and contribute to the plant consistently meeting its operating permit.

### 5. BUDGET REQUEST BASIS

This project is not yet requesting appropriation. Appropriation for this project may be requested in a standalone budget ordinance that will accompany the 2022 sewer rate proposal. Expenditures are forecasted to start in 2022.

**NARRATIVES** WTC WP IPS/EPS PUMP REFURB 1139110

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts will be evaluated as part of the life-cycle-cost analysis performed leading up to Gate 2.

## 8. PROJECT STATUS

New. This project is currently undergoing capital project formulation to develop a conceptual planning level of scope, schedule, and budget.

## 9. ALTERNATIVES ANALYSIS

This project will go through a complete alternatives analysis and Life Cycle Cost Analysis during preliminary design leading up to Gate 2. A preliminary options analysis will be performed as part of the capital project formulation.

## 10. OTHER AGENCY INVOLVEMENT

This project is not expected to have other agency involvement at this time. The project team will continuously monitor for partnership opportunities and ensure proper engagement with other agencies throughout the design, outreach, and permitting process as needed.

## 11. ART ELIGIBILITY

Project is to refurbish existing equipment and is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice (ESJ) plan will be developed to access and assist in addressing any ESJ impacts related to this project. Project area's access to equity determinants was assessed prior to alternative selection. Project public involvement plan incorporates County best practices for equitable outreach (e.g. demographic analysis, collaboration with Community Based Organizations, increased educational opportunities and/or culturally appropriate information gathering as applicable). Information gathered during the public involvement effort was incorporated into KC decision-making. ESJ assessments are applied in all areas that are determined to have above average opportunities to increase equity. Additional information will be outlined in the 2021-2022 Wastewater Treatment Division Business Plan and ESJ work plan There is little to no opportunity in this area. Overall Opportunity Index: 0.04 Socioeconomic Status Opportunity Index: 0.01 Household Composition Opportunity Index: 0.16 Race/Ethnicity Index: 0.23 Housing and Transportation Opportunity Index: 0.16 Any opportunities to advance equity will exist in the project's procurement and sourcing processes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project provides an opportunity for WTD to make progress towards the SCAP target for normalized energy use reduction in County owned facilities. Estimated energy savings are not available at this time and will be determined as project design progresses. Energy-related cost sharing or utility grant opportunities may be available. The project will use the WTD Sustainability Scorecard and strive for the Platinum level. The project will also strive to divert 85% of construction and demolition material from landfills.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WTC WP IPS/EPS PUMP REFURB 1139110

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TD NON REV VEHICLE REPLACEMENT (TDC NON REV VEHICLE REPL) 1028718

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 03/31/19 | $138 | $0 | $0 | $0 | $138 |
| **2 Preliminary Design** 04/01/19 - 07/29/19 | $0 | $1,762 | $0 | $0 | $1,762 |
| **3 Final Design** 07/30/19 - 12/26/19 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/19 - 12/31/30 | $34,688,765 | $4,743,377 | $5,832,433 | $5,244,249 | $50,508,824 |
| **5 Closeout** 01/01/31 - 03/01/31 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/19 - 06/29/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$34,688,903** | **$4,745,139** | **$5,832,433** | **$5,244,249** | **$50,510,723** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $4,745,139 | $5,832,433 | $5,244,249 | $15,821,820 |
| **Total Revenue** | **$4,745,139** | **$5,832,433** | **$5,244,249** | **$15,821,820** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NON REV VEHICLE REPL 1028718

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $138 | $0 | $0 | $0 | $0 | $138 |
| 2 Prelim Design | $1,762 | $0 | $0 | $0 | $0 | $1,762 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $29,441,039 | $3,792,212 | $6,198,891 | $5,832,433 | $5,244,249 | $50,508,824 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$29,442,938** | **$3,792,212** | **$6,198,891** | **$5,832,433** | **$5,244,249** | **$50,510,723** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $138 | $138 | $138 | $138 |
| 2 Preliminary Design | $0 | $1,762 | $1,762 | $0 | $1,762 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $63,931,453 | $31,141,121 | $34,688,765 | $33,233,251 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$63,933,353** | **$31,143,021** | **$34,688,903** | **$33,235,151** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($1,762) | $1,762 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,455,514 | $4,743,377 | $6,198,891 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,453,752** | **$4,745,139** | **$6,198,891** | **$0** |

**NARRATIVES** TDC NON REV VEHICLE REPL 1028718

## Current Scope

Non-Revenue Vehicle (NRV) Replacement Project - This project provides for both on- and off-road vehicles to support the King County Metro Transit revenue fleet and transit service. This project provides for the replacement of existing transit non-revenue equipment that has either met or exceeded the expected life or is no longer economical/effective to maintain. Using an established life as the basis for the replacement schedule, the criteria for equipment replacement is adjusted based on the type of vehicle, its utilization, and application. The mix of vehicles planned for replacement changes year to year because actual vehicle mileage varies from the projected miles used for the plan. This project proposes to replace a total of 83 vehicles in five different categories in 2021 and 2022, and reduce the 10-year CIP estimate by $3.1M by redeploying of under-utilized vehicles, analyzing potential vehicle life extension for some makes/models with decreased vehicle maintenance costs, and identifying replacement options that could realize cost savings.

# Capital Appropriation Proposal



**NARRATIVES** TDC NON REV VEHICLE REPL 1028718

## 1. PROJECT SCOPE

Non-Revenue Vehicle (NRV) Replacement Project - This project provides for both on- and off-road vehicles to support the King County Metro Transit revenue fleet and transit service. This project provides for the replacement of existing transit non-revenue equipment that has either met or exceeded the expected life or is no longer economical/effective to maintain. Using an established life as the basis for the replacement schedule, the criteria for equipment replacement is adjusted based on the type of vehicle, its utilization, and application. The mix of vehicles planned for replacement changes year to year because actual vehicle mileage varies from the projected miles used for the plan. This project proposes to replace a total of 83 vehicles in five different categories in 2021 and 2022, and reduce the 10-year CIP estimate by $3.1M by redeploying of under-utilized vehicles, analyzing potential vehicle life extension for some makes/models with decreased vehicle maintenance costs, and identifying replacement options that could realize cost savings.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project supports Transit's Goal of Financial Stewardship, keeping assets in a state of good repair, and providing and maintaining capital assets to support efficient and effective service delivery. Non-revenue vehicles support Metro Transit by providing vehicles and other mobile equipment for support, maintenance and/or repair of infrastructure and revenue operations. Vehicles are used to transport operators to shif changes, tow inoperable vehicles, provide transit security and provide facility and bus maintenance.

## 4. PROJECT BENEFITS/OUTCOMES

This program provides for the replacement of existing transit non-revenue vehicles that support daily transit operations.

## 5. BUDGET REQUEST BASIS

The replacement budget was determined by a standard replacement threshold based on mileage and age of vehicles, also taking into account vehicle condition and maintenance cost. The replacement standards were set based on King County policy. Vehicle pricing is based on current model-year cost plus a percentage increase for inflation as well as additional costs for aftermarket builds for specific business needs to accommodate users changes in technical specifications as needed. Replacement of vehicles with electric vehicles (EV) is considered in 2021-2022 budget based on current planned infrastructure. Any further expansion of EV replacements will require additional budget appropriation.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

The project is replacing existing vehicles; therefore incremental operating budget impact is minimal.

## 8. PROJECT STATUS

This project is in the implementation phase. This is an ongoing, recurring project for the purchase of replacement non-revenue vehicles.

## 9. ALTERNATIVES ANALYSIS

Alternatives to new vehicle purchases are constantly being evaluated. For example, scheduling efficiencies increased the number of road reliefs and not enough base cars are available to perform all scheduled road reliefs. Vehicles are being rented rather than purchased to perform the road reliefs as this is anticipated to be a short term need.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

# Capital Appropriation Proposal



**NARRATIVES** TDC NON REV VEHICLE REPL 1028718

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Planning for NRV fleet replacement will consider SCAP guidance including consideration of zero or low emission technology, right sized vehicles, installation of AVL and consideration of appropriate vehicle life cycles in planning expansion and replacement.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TD CAPITAL PROJECT OVERSIGHT 1028827

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 01/01/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/19 - 01/02/19 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/19 - 01/03/19 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/22 | $889,208 | $361,822 | $0 | $0 | $1,251,030 |
| **5 Closeout** 01/01/29 - 03/01/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/02/19 - 04/01/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$889,208** | **$361,822** | **$0** | **$0** | **$1,251,030** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TD CAPITAL PROJECT OVERSIGHT 1028827

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $512,036 | $140,000 | $280,000 | $280,000 | $280,000 | $1,492,036 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$512,036** | **$140,000** | **$280,000** | **$280,000** | **$280,000** | **$1,492,036** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,772,036 | $512,036 | $889,208 | $652,036 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,772,036** | **$512,036** | **$889,208** | **$652,036** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $237,172 | $361,822 | $280,000 | $318,994 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$237,172** | **$361,822** | **$280,000** | **$318,994** |

## NARRATIVES

TD CAPITAL PROJECT OVERSIGHT 1028827

### Current Scope

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 1. PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Budget appropriation supports the cost of captial project oversight work by the King County Auditor, based on the allocation formula.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

**NARRATIVES** TD CAPITAL PROJECT OVERSIGHT 1028827

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will support compliance of the GBO and advancement of SCAP goals for Building Energy and Green Building. Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TD TRANSIT PRIORITY IMPROVEMET (TDC TRANSIT PRIORITY IMPR) 1028830

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC TRANSIT PRIORITY IMPR |
| **Substantial Completion** | 12/31/2030 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/30 | $1,256,505 | ($704,336) | $0 | $0 | $552,169 |
| **2 Preliminary Design** 01/01/20 - 12/31/30 | $2,304,707 | $248,840 | $969,409 | $1,036,981 | $4,559,937 |
| **3 Final Design** 01/01/20 - 12/31/30 | $963,423 | ($282,784) | $0 | $0 | $680,639 |
| **4 Implementation** 01/01/20 - 12/31/30 | $979,165 | $726,340 | $810,036 | $859,309 | $3,374,851 |
| **5 Closeout** 01/01/20 - 12/31/30 | $0 | $11,940 | $8,385 | $8,892 | $29,216 |
| **6 Acquisition** 01/01/20 - 03/30/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$5,503,800** | **$0** | **$1,787,830** | **$1,905,182** | **$9,196,812** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,787,830 | $1,905,182 | $3,693,013 |
| **Total Revenue** | **$0** | **$1,787,830** | **$1,905,182** | **$3,693,013** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TRANSIT PRIORITY IMPR 1028830

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $552,169 | $0 | $0 | $0 | $0 | $552,169 |
| 2 Prelim Design | $1,464,443 | $390,656 | $691,225 | $976,633 | $1,036,981 | $4,559,937 |
| 3 Final Design | $680,639 | $0 | $0 | $0 | $0 | $680,639 |
| 4 Implementation | $776,924 | $268,075 | $660,506 | $810,036 | $859,309 | $3,374,851 |
| 5 Closeout | $0 | $3,948 | $7,991 | $8,385 | $8,892 | $29,216 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,474,175** | **$662,679** | **$1,359,722** | **$1,795,054** | **$1,905,182** | **$9,196,812** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $552,169 | $663,355 | $1,256,505 | $552,169 |
| 2 Preliminary Design | $0 | $6,829,180 | $1,528,601 | $2,304,707 | $1,855,098 |
| 3 Final Design | $0 | $680,639 | $680,778 | $963,423 | $680,639 |
| 4 Implementation | $0 | $5,254,198 | $814,083 | $979,165 | $1,044,999 |
| 5 Closeout | $0 | $48,690 | $0 | $0 | $3,948 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$13,364,875** | **$3,686,817** | **$5,503,800** | **$4,136,853** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $704,336 | ($704,336) | $0 | $0 |
| 2 Preliminary Design | $449,609 | $248,840 | $691,225 | $7,224 |
| 3 Final Design | $282,784 | ($282,784) | $0 | $0 |
| 4 Implementation | ($65,834) | $726,340 | $660,506 | $0 |
| 5 Closeout | ($3,948) | $11,940 | $7,991 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,366,947** | **$0** | **$1,359,722** | **$7,224** |

**NARRATIVES** TDC TRANSIT PRIORITY IMPR 1028830

## Current Scope

Transit Priority Improvement - This program covers conceptual development plans and implementation of projects that support the current needs (such as Need + Speed Initiatives), capital investment related to signal, and roadway operational improvements along congested corridors and individual intersections. Small and low-cost projects typically involve implementing spot improvements at chokepoints where buses experience blockages or delays approaching intersections or merging back into traffic after serving a bus stop. Medium-cost projects include improvements like transit priority treatments for a portion of a high-ridership route corridor, such as bus lanes along an arterial shared by several different routes, or re-timing traffic signals along a corridor. High-cost projects can be a variety of speed and reliability improvements along the entire length of a route corridor, such as transit signal priority and other major infrastructure improvements such as a roadway widening project.

# Capital Appropriation Proposal



**NARRATIVES** TDC TRANSIT PRIORITY IMPR 1028830

## 1. PROJECT SCOPE

Transit Priority Improvement - This program covers conceptual development plans and implementation of projects that support the current needs (such as Need + Speed Initiatives), capital investment related to signal, and roadway operational improvements along congested corridors and individual intersections. Small and low-cost projects typically involve implementing spot improvements at chokepoints where buses experience blockages or delays approaching intersections or merging back into traffic after serving a bus stop. Medium-cost projects include improvements like transit priority treatments for a portion of a high-ridership route corridor, such as bus lanes along an arterial shared by several different routes, or re-timing traffic signals along a corridor. High-cost projects can be a variety of speed and reliability improvements along the entire length of a route corridor, such as transit signal priority and other major infrastructure improvements such as a roadway widening project.

## 2. PROGRAMMATIC PROJECT DISCUSSION

This program funds hot spot improvements to improve transit operation on city or state-owned roadways and is a source of local match funding in seeking grant funding for transit preferential improvement projects. The target for hot spot improvements is 10-15 locations annually. Current activities: Completing 10-15 spot locations in 2020, beginning planning and conceptual designs for new bus lanes related to the Need + Speed initiative.

## 3. PROJECT JUSTIFICATION

The program supports Transit Strategic Goal 5.1 Service Excellence, Strategy 5.1.3 - "Improve transit speed and reliability by maintaining or improving bus travel times and reliability through capital investments." As the Puget Sound region continues to grow in population and employment, traffic congestion is expected to get worse, with limited opportunity to expand roadway capacity. Maintaining (and improving) transit mobility in the region is one way to attract new transit riders as well as to increase transit ridership as the region becomes more congested. The roadway and signal improvements covered in this program may result in operating and capital cost savings by delaying the need to add more buses to the fleet as well as operating savings due to the reductions in running time variability. This program allows Metro to proactively maintain (and improve) transit speed and travel time reliability throughout the region and to leverage and shape project outcomes with local jurisdictions.

## 4. PROJECT BENEFITS/OUTCOMES

Benefits and outcomes will vary by individual project. However, keeping transit moving through congested locations will be a common threac in all. The performance measures of emphasis are travel time, delay at intersections, on-time performance and travel time reliability. Hot spot improvement projects completed in 2019 were estimated to save about $607,000 in avoided additional operating cost annually; projects programmed in 2020 and beyond will add to those measured savings.

## 5. BUDGET REQUEST BASIS

Budget for the 2021-2022 biennium was previously appropriated in the 2019-2020 adopted budget. The Spot Improvement program is an ongoing effort and continues to deliver new individual projects each year. Additional budget is needed to implement new and enhanced bus lanes within and outside of Downtown Seattle.

## 6. FUNDING AND REVENUE DISCUSSION

Projects implemented under this program are funded by local funds only. However, the project may include planning efforts for projects that could receive grant funding in the future.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project implements traffic improvements that reduce transit travel times and increase reliability, which counteract the effects of increasing traffic congestion which would otherwise increase transit operating costs over time. Improvements implemented in2019 resulted in savings of about $607,000 in avoided additional annual operating cost. Though these savings may not have a direct impact to Metro's operating budget, they avoid the need to add service hours in the future in order to maintain service levels.
Projects implemented by this project are generally owned and maintained by the local jurisdiction, so there are no ongoing O&M costs for Metro.

# Capital Appropriation Proposal



**NARRATIVES** TDC TRANSIT PRIORITY IMPR 1028830

## 8. PROJECT STATUS

- Current phase: Individual projects are in different phases
- Number of hot spot and safety improvement locations currently active: 24
- Number improvements committed by local jurisdictions (as of April 2020): 19
- Number of hot spot locations completed in 2019: 16

## 9. ALTERNATIVES ANALYSIS

Alternatives analyses will be conducted on a case by case basis depending on the type of improvement and requirements by local jurisdictions.

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle, City of Shoreline, City of Redmond, City of Renton, City of Kirkland, City of Burien, City of Tukwila, City of Bellevue, City of SeaTac, City of Des Moines, City of Kent, City of Auburn, Washington State Department of Transportation (WSDOT), Sound Transit, Community Transit, and local jurisdictions supporting transit speed and reliability program.

## 11. ART ELIGIBILITY

Not Art Eligible, roads, airport runways, sewers and solid waste landfills

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Providing fast, reliable, integrated mobility services is one of the guiding principles of Metro's Equity and Mobility Framework, and increasing speed and reliability is one of the framework recommendations from the Equity Cabinet. Hot spot improvements respond to both mandates and have both localized and system wide benefits.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by providing fast, reliable, integrated mobility services and priority action GHG 2.5.1 Develop corridor prioritization to invest in areas with greatest needs. Partner with local jurisdictions to develop plans for transit corridors that provide safe and reliable transit services.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Local jurisdictions maintain the ownership and rights of the traffic signal and roadway infrastructure. Any transit priority treatments that may require changes to a city's infrastructure, such as adjusting the signal timing, modifying the traffic signal display, changing the pavement markings, establishing bus lanes, or adding extra fiber cables/signal wiring to the traffic signal system, must be approved by the city. A city must concur on each proposed signal and roadway change before design and construction begins. The project schedule is highly dependent on the city's interest and support of the program. Furthermore, it is important to gain support from neighborhood groups, political representatives, and businesses that may be impacted by the project.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC TRANSIT PRIORITY IMPR 1028830

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NEW TRANASIT PATHWAY SOUTH OF DOWNTOWN SEATTLE (TDC DOWNTOWN SOUTHEND PATHWAY) 1112015

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC DOWNTOWN SOUTHEND PATHWAY |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $51,193 | $132 | $0 | $0 | $51,326 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $391,547 | $24,554 | $0 | $0 | $416,101 |
| **3 Final Design** 01/01/20 - 12/31/20 | $1,250,084 | ($457,097) | $0 | $0 | $792,987 |
| **4 Implementation** 01/01/20 - 12/31/20 | $4,146,196 | ($1,268,664) | $0 | $0 | $2,877,532 |
| **5 Closeout** 01/01/20 - 12/31/20 | $60,980 | ($59,766) | $0 | $0 | $1,214 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$5,900,000** | **($1,760,841)** | **$0** | **$0** | **$4,139,159** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC DOWNTOWN SOUTHEND PATHWAY 1112015

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $51,326 | $0 | $0 | $0 | $0 | $51,326 |
| **2 Prelim Design** | $416,101 | $0 | $0 | $0 | $0 | $416,101 |
| **3 Final Design** | $792,987 | $0 | $0 | $0 | $0 | $792,987 |
| **4 Implementation** | $2,252,532 | $0 | $0 | $0 | $0 | $2,252,532 |
| **5 Closeout** | $1,214 | $0 | $0 | $0 | $0 | $1,214 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,514,158** | **$0** | **$0** | **$0** | **$0** | **$3,514,158** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $51,326 | $51,193 | $51,326 |
| 2 Preliminary Design | $0 | $0 | $416,101 | $391,547 | $416,101 |
| 3 Final Design | $0 | $0 | $792,987 | $1,250,084 | $792,987 |
| 4 Implementation | $0 | $0 | $2,199,219 | $4,146,196 | $2,252,532 |
| 5 Closeout | $0 | $0 | $1,236 | $60,980 | $1,214 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$3,460,869** | **$5,900,000** | **$3,514,160** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($132) | $132 | $0 | $0 |
| 2 Preliminary Design | ($24,554) | $24,554 | $0 | $0 |
| 3 Final Design | $457,097 | ($457,097) | $0 | $0 |
| 4 Implementation | $1,893,664 | ($1,268,664) | $0 | $625,000 |
| 5 Closeout | $59,766 | ($59,766) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,385,841** | **($1,760,841)** | **$0** | **$625,000** |

## NARRATIVES

TDC DOWNTOWN SOUTHEND PATHWAY 1112015

### Current Scope

New Transit Pathway South of Downtown Seattle - This project will create a new transit pathway between the Alaskan Way Tunnel and Third Avenue via Columbia Street by changing Columbia Street from Alaskan Way to 3rd Avenue to a two-way traffic operation and reconstructing the roadway on Columbia Street from 1st to 3rd Avenues.

### 1. PROJECT SCOPE

New Transit Pathway South of Downtown Seattle - This project will create a new transit pathway between the Alaskan Way Tunnel and Third Avenue via Columbia Street by changing Columbia Street from Alaskan Way to 3rd Avenue to a two-way traffic operation and reconstructing the roadway on Columbia Street from 1st to 3rd Avenues.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC DOWNTOWN SOUTHEND PATHWAY 1112015

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TD TROLLEY POLES (TDC TROLLEY POLES) 1115489

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 4, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC TROLLEY POLES |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/30/20 - 03/29/21 | $35,768 | $511,070 | $0 | $0 | $546,838 |
| **2 Preliminary Design** 03/30/21 - 03/30/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 03/31/21 - 03/31/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 03/31/21 - 12/29/22 | $5,672,296 | $525,646 | $0 | $0 | $6,197,942 |
| **5 Closeout** 12/30/22 - 12/30/22 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 03/30/21 - 03/30/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$5,708,064** | **$1,036,716** | **$0** | **$0** | **$6,744,780** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **33118 - FED TRANSIT CAP INVEST** | $1,036,716 | $0 | $0 | $1,036,716 |
| **Total Revenue** | **$1,036,716** | **$0** | **$0** | **$1,036,716** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TROLLEY POLES 1115489

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $36,153 | $500,000 | $10,684 | $0 | $0 | $546,838 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $4,660,427 | $0 | $1,537,515 | $0 | $0 | $6,197,942 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$4,696,581** | **$500,000** | **$1,548,199** | **$0** | **$0** | **$6,744,780** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $546,838 | $41,631 | $35,768 | $536,153 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $6,197,838 | $4,673,798 | $5,672,296 | $4,660,427 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,744,676** | **$4,715,429** | **$5,708,064** | **$5,196,580** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($500,385) | $511,070 | $10,684 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,011,869 | $525,646 | $1,537,515 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$511,484** | **$1,036,716** | **$1,548,199** | **$0** |

**NARRATIVES** TDC TROLLEY POLES 1115489

## Current Scope

Trolley Poles Infrastructure - This program supports the maintenance and repair of the trolley bus system by replacing trolley poles, as needed. Previous efforts have resulted in 80-100 poles being replaced annually.

## 1. PROJECT SCOPE

Trolley Poles Infrastructure - This program supports the maintenance and repair of the trolley bus system by replacing trolley poles, as needed. Previous efforts have resulted in 80-100 poles being replaced annually.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC TROLLEY POLES 1115489

## 3. PROJECT JUSTIFICATION

Trolley poles are part of the overall system that supports the trolley bus infrastructure servicing the system in the city of Seattle. A majority of the trolley overhead electrical equipment is supported by wood poles. The system presently has 4,731 wood poles in service. The lifecycle of wood poles is 15 years. These poles are inspected on a regular basis and, based on age and/or condition, are replaced to avoid disruptions in service and to prevent safety hazards in the public right-of-way. During this biennium, Metro expects to replace approximately 160 - 200 poles.

## 4. PROJECT BENEFITS/OUTCOMES

As part of the State of Good Repair, maintenance of these poles is a requirement. Also, by maintaining the trolley infrastructure, it keeps the system functional, allowing for the timely moving of citizens and it improves customer satisfaction. It also reduces long-term maintenance/operating costs of the system.

## 5. BUDGET REQUEST BASIS

The 2021-2022 budget is based on past years' expense trend for maintenance, repair, and replacement of trolley poles. Costs include labor, supplies, and equipment to support the timely maintenance, repair, and/or replacement of the trolley poles.

## 6. FUNDING AND REVENUE DISCUSSION

Pending FTA grant

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

The program is currently in the implementation phase.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Seattle Department of Transportation (SDOT), Seattle City Light (SCL), Washington State Department of Transportation (WSDOT), Sound Transit, and CenturyLink

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

# Capital Appropriation Proposal



**NARRATIVES** TDC TROLLEY POLES 1115489

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TD TROLLEY OVERHEAD SWITCHES (TDC TROLLEY OVERHEAD SWITCHES) 1115490

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 4, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC TROLLEY OVERHEAD SWITCHES |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/30/20 - 03/29/21 | $0 | $234,377 | $0 | $0 | $234,377 |
| **2 Preliminary Design** 03/30/21 - 03/30/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 03/31/21 - 03/31/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 03/31/21 - 12/29/22 | $2,954,709 | $588,721 | $0 | $0 | $3,543,430 |
| **5 Closeout** 12/30/22 - 12/30/22 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 03/30/21 - 03/30/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,954,709** | **$823,098** | **$0** | **$0** | **$3,777,807** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $113,776 | $0 | $0 | $113,776 |
| **33118 - FED TRANSIT CAP INVEST** | $709,322 | $0 | $0 | $709,322 |
| **Total Revenue** | **$823,098** | **$0** | **$0** | **$823,098** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TROLLEY OVERHEAD SWITCHES 1115490

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $225,000 | $9,377 | $0 | $0 | $234,377 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $2,673,710 | $0 | $869,720 | $0 | $0 | $3,543,430 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,673,710** | **$225,000** | **$879,098** | **$0** | **$0** | **$3,777,807** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $234,377 | $0 | $0 | $225,000 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,543,430 | $2,712,107 | $2,954,709 | $2,673,710 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,777,807** | **$2,712,107** | **$2,954,709** | **$2,898,710** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($225,000) | $234,377 | $9,377 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $280,999 | $588,721 | $869,720 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$55,999** | **$823,098** | **$879,097** | **$0** |

**NARRATIVES** TDC TROLLEY OVERHEAD SWITCHES 1115490

## Current Scope

Trolley Overhead Switches - This program supports the maintenance, repair, and replacement of the trolley switches infrastructure. Past efforts have resulted in 5-15 overhead switches and ancillary hardware being replaced annually.

## 1. PROJECT SCOPE

Trolley Overhead Switches - This program supports the maintenance, repair, and replacement of the trolley switches infrastructure. Past efforts have resulted in 5-15 overhead switches and ancillary hardware being replaced annually.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC TROLLEY OVERHEAD SWITCHES 1115490

## 3. PROJECT JUSTIFICATION

The State of Good Repair principle requires that capital assets are maintained or replaced in a manner that supports efficient, effective, and safe service delivery. Overhead switches are part of the trolley bus infrastructure servicing the system in the city of Seattle. The system presently has over 400 switches in service. The lifecycle of the switches is about 10 years. Overhead switches are inspected on a regular basis for "wear and tear" issues associated with their level of use. Intersections with higher rates of bus traffic are inspected more frequently. Based on age and/or condition, the switches are replaced to avoid disruptions in service and prevent safety hazards in the public right-of-way.

## 4. PROJECT BENEFITS/OUTCOMES

As part of the State of Good Repair, maintenance of these switches is a requirement. Also, by maintaining the trolley infrastructure, it keeps the system functional, allowing for the timely moving of citizens and it improves customer satisfaction. It also reduces long-term maintenance/operating costs of the system.

## 5. BUDGET REQUEST BASIS

The 2021-2022 budget is based on past years' expense trends for maintenance, repair, and replacement of trolley switches. Costs include labor, supplies, and equipment to support the timely maintenance, repair and/or replacement of trolley switches.

## 6. FUNDING AND REVENUE DISCUSSION

FTA grant WA-2019-053

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

The program is currently in the implementation phase.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Seattle Department of Transportation (SDOT), Seattle City Light (SCL), Washington State Department of Transportation (WSDOT), Sound Transit, and CenturyLink

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC TROLLEY OVERHEAD SWITCHES 1115490

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TD TOH, SHELTER, EQUIP BUDGET 1116015

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TD TOH, SHELTER, EQUIP BUDGET |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $38,887 | ($36,952) | $0 | $0 | $1,935 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $2,684 | ($1,159) | $0 | $0 | $1,526 |
| **3 Final Design** 01/01/20 - 12/31/20 | $66,629 | $0 | $0 | $0 | $66,629 |
| **4 Implementation** 01/01/20 - 12/31/20 | $4,707,821 | ($286,362) | $0 | $0 | $4,421,459 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,816,023** | **($324,473)** | **$0** | **$0** | **$4,491,550** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TD TOH, SHELTER, EQUIP BUDGET 1116015

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,935 | $0 | $0 | $0 | $0 | $1,935 |
| **2 Prelim Design** | $1,525 | $0 | $0 | $0 | $0 | $1,525 |
| **3 Final Design** | $66,629 | $0 | $0 | $0 | $0 | $66,629 |
| **4 Implementation** | $4,261,459 | $0 | $0 | $0 | $0 | $4,261,459 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$4,331,548** | **$0** | **$0** | **$0** | **$0** | **$4,331,548** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,935 | $38,887 | $1,935 |
| 2 Preliminary Design | $0 | $0 | $1,525 | $2,684 | $1,525 |
| 3 Final Design | $0 | $0 | $66,629 | $66,629 | $66,629 |
| 4 Implementation | $0 | $0 | $4,276,670 | $4,707,821 | $4,261,459 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$4,346,759** | **$4,816,021** | **$4,331,548** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $36,952 | ($36,952) | $0 | $0 |
| 2 Preliminary Design | $1,159 | ($1,159) | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $446,362 | ($286,362) | $0 | $160,000 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$484,473** | **($324,473)** | **$0** | **$160,000** |

## NARRATIVES

TD TOH, SHELTER, EQUIP BUDGET 1116015

### Current Scope

Trolley Poles and Switches, Shelter and Equipment Replacement - This program consists of four subprojects that have annual“routine” asset replacements: 1) trolley switches replacing 5-15 intersection electrical hardware annually, 2) trolley poles including mast arms replacing 100-120 wood poles annually, 3) bus stop shelter refurbishment rebuilding 140-160 shelters annually, and 4) equipment replacement funding of shop, field, grounds, power, and custodial equipment.

### 1. PROJECT SCOPE

Trolley Poles and Switches, Shelter and Equipment Replacement - This program consists of four subprojects that have annual“routine” asset replacements: 1) trolley switches replacing 5-15 intersection electrical hardware annually, 2) trolley poles including mast arms replacing 100-120 wood poles annually, 3) bus stop shelter refurbishment rebuilding 140-160 shelters annually, and 4) equipment replacement funding of shop, field, grounds, power, and custodial equipment.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TD TOH, SHELTER, EQUIP BUDGET 1116015

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TD TROLLEY MOD BUDGET 1116112

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TD TROLLEY MOD BUDGET |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 12/31/28 | $940,553 | $0 | $0 | $0 | $940,553 |
| **2 Preliminary Design** 01/01/19 - 12/31/28 | $244,280 | $415,228 | $419,873 | $312,143 | $1,391,524 |
| **3 Final Design** 01/01/19 - 12/31/28 | $1,085,789 | $439,654 | $878,443 | $784,927 | $3,188,812 |
| **4 Implementation** 01/01/19 - 12/31/28 | $8,437,540 | $1,514,362 | $1,218,929 | $981,179 | $12,152,011 |
| **5 Closeout** 01/01/19 - 12/31/28 | $120,927 | $73,276 | $40,478 | $28,752 | $263,433 |
| **6 Acquisition** 01/01/19 - 12/31/28 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$10,829,089** | **$2,442,520** | **$2,557,722** | **$2,107,002** | **$17,936,333** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,442,520 | $2,557,722 | $2,107,002 | $7,107,244 |
| **Total Revenue** | **$2,442,520** | **$2,557,722** | **$2,107,002** | **$7,107,244** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TD TROLLEY MOD BUDGET 1116112

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $954,875 | $20,391 | $0 | $0 | $0 | $975,266 |
| 2 Prelim Design | $235,250 | $332,409 | $523,257 | $419,873 | $312,143 | $1,822,932 |
| 3 Final Design | $630,198 | $614,179 | $963,794 | $878,443 | $784,927 | $3,871,541 |
| 4 Implementation | $4,248,506 | $1,107,271 | $3,057,552 | $1,218,929 | $981,179 | $10,613,437 |
| 5 Closeout | $94,694 | $25,536 | $100,432 | $40,478 | $28,752 | $289,893 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$6,163,523** | **$2,099,787** | **$4,645,036** | **$2,557,722** | **$2,107,002** | **$17,573,069** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $961,342 | $940,553 | $975,266 |
| 2 Preliminary Design | $0 | $0 | $235,250 | $244,280 | $567,659 |
| 3 Final Design | $0 | $0 | $631,892 | $1,085,789 | $1,244,377 |
| 4 Implementation | $0 | $0 | $4,248,782 | $8,437,540 | $5,355,777 |
| 5 Closeout | $0 | $0 | $95,009 | $120,927 | $120,230 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$6,172,275** | **$10,829,089** | **$8,263,309** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($34,713) | $0 | $0 | ($34,713) |
| 2 Preliminary Design | ($323,379) | $415,228 | $523,257 | ($431,408) |
| 3 Final Design | ($158,588) | $439,654 | $963,794 | ($682,729) |
| 4 Implementation | $3,081,763 | $1,514,362 | $3,057,552 | $1,538,574 |
| 5 Closeout | $696 | $73,276 | $100,432 | ($26,460) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,565,779** | **$2,442,520** | **$4,645,035** | **$363,264** |

**NARRATIVES** TD TROLLEY MOD BUDGET 1116112

## Current Scope

Trolley Modifications Budget - This master project supports the implementation of trolley projects that require permanent modification of the system and are initiated by our agency partners, including the Seattle Department of Transportation (SDOT), Washington State DOT, Sound Transit, and others. Trolley system modifications can be required due to changes in road alignments (curb lines or re-channelization), safety concerns, and other matters such as service changes. Since these permanent changes are necessitated by projects initiated by external partners, Metro Transit's Trolley Program is working to improve the relationship/partnerships with these organizations to identify potential impacts early, minimize modifications where feasible, and seek reimbursement when possible.

# Capital Appropriation Proposal



**NARRATIVES** TD TROLLEY MOD BUDGET 1116112

## 1. PROJECT SCOPE

Trolley Modifications Budget - This master project supports the implementation of trolley projects that require permanent modification of the system and are initiated by our agency partners, including the Seattle Department of Transportation (SDOT), Washington State DOT, Sound Transit, and others. Trolley system modifications can be required due to changes in road alignments (curb lines or re-channelization), safety concerns, and other matters such as service changes. Since these permanent changes are necessitated by projects initiated by external partners, Metro Transit's Trolley Program is working to improve the relationship/partnerships with these organizations to identify potential impacts early, minimize modifications where feasible, and seek reimbursement when possible.

## 2. PROGRAMMATIC PROJECT DISCUSSION

This master project is currently home to two types of sub-projects: the Routine Trolley Mod program and standalone trolley modification projects. The Routine Trolley Mod Program (1137072) responds to external partner led projects that may impact Metro's existing trolley system. This program can grow or shrink depending on the number and timeline of projects to be initiated and led by external partners. However, Metro has very limited flexibility or ability to influence the number and pace of projects initiated by these external partners. If a given project expected cost to Metro is less than $500k, it will remain within the Routine Trolley Mod program through implementation. If the expected cost is greater than $500k, a standalone trolley modification project will be created, which is the second type of sub-project housed within the Trolley Mods Program.

Standalone trolley modification projects have the same general purpose, but are more significant in scope (i.e. >$500k of work), than those that remain within the Routine Trolley Mod Program. The Main St PBL sub-project (1137065) was borne out of the Trolley Mod Program and is a discrete capital project to modify the trolley wire in the Pioneer Square/Chinatown-International District as a result of SDOT's now-implemented Main St PBL project.

## 3. PROJECT JUSTIFICATION

The Trolley Modifications (Trolley Mods) budget was originally established in 1985 to provide funding and a coordinated approach to address ongoing safety and operational needs of the trolley overhead electrical distribution system. Maintaining dependable trolley bus service is a high priority for Metro, given the County goal to achieve a 100% zero-emissions bus fleet by 2035. The electric trolley bus system provides about 17% of Metro’s annual passenger trips, while the trolley fleet is about 11% of Metro's total bus fleet and is a proven zero-emissions technology.

## 4. PROJECT BENEFITS/OUTCOMES

By continuing this master project, Metro Transit will continue to be able to address and support the changing needs of the trolley infrastructure in Seattle by supporting our external partners, as well as addressing unplanned projects. This will allow trolley routes to continue to operate using zero-emission electric trolley buses instead of needing to switch to diesel-powered buses.

## 5. BUDGET REQUEST BASIS

The budget requested for this master program will support ongoing capital project planning, design, and implementation activities for the Routine Trolley Mod Program and standalone trolley modification projects, including time spent coordinating these trolley aspects into the external stakeholder's project process. Projected spending includes fully burdened staff time, construction materials, and project contingency for trolley modification projects. The budget requested is necessary in order to cover these costs and to sign consultant contracts (or work orders) that will support design and implementation efforts.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This master project funds modifications to existing assets requiring ongoing maintenance. Impact to operating budget is expected to be minimal, and trolley modification projects will be coordinated with the State of Good Repair program to identify potential efficiencies (e.g. replace existing old wood pole with new steel pole where trolley modification work is also occurring).

## 8. PROJECT STATUS

# Capital Appropriation Proposal



**NARRATIVES** TD TROLLEY MOD BUDGET 1116112

## 9. ALTERNATIVES ANALYSIS

There are no viable permanent alternatives for moving or reconfiguration of the trolley overhead electrical system as may be required for safety or operational considerations.

## 10. OTHER AGENCY INVOLVEMENT

Metro Transit will partner with Seattle Department of Transportation (SDOT), Seattle City Light (SCL), Washington State DOT (WSDOT), Sound Transit (ST), and others to identify upcoming trolley impact projects and define budget needs and resources.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Significant portions of the trolley system are located in areas of Seattle that are vulnerable to the effects of poor air quality, such as Rainier Valley, the Central District, and Beacon Hill. Maintaining the ability to operate trolley buses in these vulnerable areas will maintain local air quality and noise levels from transportation in areas that, historically, have been the most significantly impacted.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The continuation of this program supports SCAP Goal Area 1 (Transportation and Land Use), Category 1 (Alternative Vehicles, Fuels, and Technologies). Metro has a goal to achieve a 100% zero-emissions bus fleet by 2035 and this master project (and the sub-projects within) support the achievement of that goal by ensuring existing trolley operations can continue. Trolley buses have a near-zero total net emissions profile. Trolleys use electric power to move, which means they generate no local emissions and are significantly quieter than diesel-hybrid buses. The electricity used by the trolleys for power is generated by energy sources that are approximately 90% net-zero emissions (e.g. hydropower). This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TD 3RD AVE IMPROVEMENTS 1116745

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TD 3RD AVE IMPROVEMENTS |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $9,339 | $0 | $0 | $9,339 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $918,836 | $1,770,511 | $0 | $0 | $2,689,347 |
| **3 Final Design** 01/01/20 - 12/31/20 | $3,401,929 | ($3,371,665) | $0 | $0 | $30,264 |
| **4 Implementation** 01/01/20 - 12/31/20 | $2,402,820 | ($921,458) | $0 | $0 | $1,481,362 |
| **5 Closeout** 01/01/20 - 12/31/20 | $285,159 | ($285,110) | $0 | $0 | $49 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$7,008,744** | **($2,798,382)** | **$0** | **$0** | **$4,210,362** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TD 3RD AVE IMPROVEMENTS 1116745

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $9,339 | $0 | $0 | $0 | $0 | $9,339 |
| **2 Prelim Design** | $2,689,347 | $0 | $0 | $0 | $0 | $2,689,347 |
| **3 Final Design** | $30,264 | $0 | $0 | $0 | $0 | $30,264 |
| **4 Implementation** | $1,406,362 | $0 | $0 | $0 | $0 | $1,406,362 |
| **5 Closeout** | $49 | $0 | $0 | $0 | $0 | $49 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$4,135,362** | **$0** | **$0** | **$0** | **$0** | **$4,135,362** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $9,749 | $0 | $9,339 |
| 2 Preliminary Design | $0 | $0 | $2,689,552 | $918,836 | $2,689,347 |
| 3 Final Design | $0 | $0 | $30,879 | $3,401,929 | $30,264 |
| 4 Implementation | $0 | $0 | $1,406,841 | $2,402,820 | $1,406,362 |
| 5 Closeout | $0 | $0 | $145 | $285,159 | $49 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$4,137,166** | **$7,008,744** | **$4,135,361** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($9,339) | $9,339 | $0 | $0 |
| 2 Preliminary Design | ($1,770,511) | $1,770,511 | $0 | $0 |
| 3 Final Design | $3,371,665 | ($3,371,665) | $0 | $0 |
| 4 Implementation | $996,458 | ($921,458) | $0 | $75,000 |
| 5 Closeout | $285,110 | ($285,110) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,873,383** | **($2,798,383)** | **$0** | **$75,000** |

## NARRATIVES

TD 3RD AVE IMPROVEMENTS 1116745

### Current Scope

Third Avenue Transit Corridor Improvement and RapidRide Facilities - This project will provide bus stop, streetscape and transit street priority improvements to the region's primary transit corridor – Third Avenue between S. Jackson Street and Denny Way in Seattle.

### 1. PROJECT SCOPE

Third Avenue Transit Corridor Improvement and RapidRide Facilities - This project will provide bus stop, streetscape and transit street priority improvements to the region's primary transit corridor – Third Avenue between S. Jackson Street and Denny Way in Seattle.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This appropriation has been split into several standalone projects. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TD 3RD AVE IMPROVEMENTS 1116745

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC RAPIDRIDE BIKE FACILITIES 1116755

Master Project, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4, 5, 6, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC RAPIDRIDE BIKE FACILITIES |
| **Substantial Completion** | 12/31/2023 |
| **Location** | RapidRide corridors B-F |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 04/01/13 - 10/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 11/01/20 - 12/31/23 | $75,000 | $159,458 | $30,073 | $0 | $264,531 |
| **3 Final Design** 01/01/24 - 05/29/24 | $82,500 | ($64,572) | $0 | $0 | $17,928 |
| **4 Implementation** 06/01/20 - 12/31/23 | $473,700 | $12,988 | $143,435 | $0 | $630,124 |
| **5 Closeout** 01/01/24 - 02/29/24 | $15,000 | $0 | $5,480 | $0 | $20,480 |
| **6 Acquisition** 11/01/20 - 01/29/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$646,200** | **$107,875** | **$178,989** | **$0** | **$933,064** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $1,068 | $1,772 | $0 | $2,840 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **33118 - FED TRANSIT CAP INVEST** | $107,875 | $178,989 | $0 | $286,864 |
| **Total Revenue** | **$107,875** | **$178,989** | **$0** | **$286,864** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC RAPIDRIDE BIKE FACILITIES 1116755

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $150,275 | $26,035 | $58,149 | $30,073 | $0 | $264,531 |
| 3 Final Design | $17,928 | $0 | $0 | $0 | $0 | $17,928 |
| 4 Implementation | $149,054 | $85,885 | $250,681 | $141,663 | $0 | $627,284 |
| 5 Closeout | $250 | $0 | $0 | $20,230 | $0 | $20,480 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$317,508** | **$111,920** | **$308,829** | **$191,967** | **$0** | **$930,224** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $264,531 | $156,315 | $75,000 | $176,309 |
| 3 Final Design | $0 | $17,928 | $17,928 | $82,500 | $17,928 |
| 4 Implementation | $0 | $627,284 | $149,054 | $473,700 | $234,940 |
| 5 Closeout | $0 | $20,480 | $250 | $15,000 | $250 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$930,224** | **$323,547** | **$646,200** | **$429,427** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($101,309) | $159,458 | $58,149 | $0 |
| 3 Final Design | $64,572 | ($64,572) | $0 | $0 |
| 4 Implementation | $238,760 | $12,988 | $250,681 | $1,068 |
| 5 Closeout | $14,750 | $0 | $0 | $14,750 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$216,773** | **$107,874** | **$308,830** | **$15,818** |

**NARRATIVES** TDC RAPIDRIDE BIKE FACILITIES 1116755

## Current Scope

Rapid Ride Bike Facilities - This project will improve the connection between bicycles and King County Metro's RapidRide bus rapid transit service by improving bicycle access and bicycle parking options. The funding will be used to finalize design; purchase and install bicycle storage facilities (racks or lockers) at approximately106 stops and stations along five RapidRide lines (B-F); identify and fix small barriers to safe and convenient bicycle access within the three-mile cycle distance to RapidRide; and ensure adequate information is available to facilitate the connection between bicycles and RapidRide, including signage and mapping.

# Capital Appropriation Proposal



**NARRATIVES** TDC RAPIDRIDE BIKE FACILITIES 1116755

## 1. PROJECT SCOPE

Rapid Ride Bike Facilities - This project will improve the connection between bicycles and King County Metro's RapidRide bus rapid transit service by improving bicycle access and bicycle parking options. The funding will be used to finalize design; purchase and install bicycle storage facilities (racks or lockers) at approximately106 stops and stations along five RapidRide lines (B-F); identify and fix small barriers to safe and convenient bicycle access within the three-mile cycle distance to RapidRide; and ensure adequate information is available to facilitate the connection between bicycles and RapidRide, including signage and mapping.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Project continues to support bike access to RR service, filling gaps in bike access to the frequent transit network. Project will spend out over the next few years. Access to Transit by bike supports Metro Connects, which calls for investments in non-motorized access.

## 4. PROJECT BENEFITS/OUTCOMES

This grant is intended to fill gaps in the inventory of secure bike parking on legacy RapidRide corridors. On-demand (electronic) lockers will replace older leased lockers, which will enable flexibility for riders to use any locker in the system at any time, without a long-term commitment or upfront cost. These lockers enable turnover, allowing Metro to serve more people per locker than traditional leased lockers. Secure bike parking helps manage auto parking demand at park-and-ride lots and in neighborhoods, addresses excess demand for bike racks on buses, and reduces localized congestion by shifting riders from driving to biking and transit. All of these features may attract more transit riders who can reach frequent transit service reliably at distances that may feel too far to walk but close enough to bike (the FTA bike shed is 3 miles).

## 5. BUDGET REQUEST BASIS

This budget request is based on remaining grant funds plus the required match. The spending plan assumes locker installations and other related improvements applicable to locations eligible for this grant, while other grants cover additional locations.

## 6. FUNDING AND REVENUE DISCUSSION

Project comprises two federal grant awards, with a Jan 2020 balance of about $634,000 including required match.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Bike parking improvements and related work is generally capital.

## 8. PROJECT STATUS

Site assessments have been conducted to identify needs and set priority locations. Permits, environmental review and site plans are complete for priority locations. Vendor contract is in place for on-demand lockers. Site prep by Facilities and vendor installations are being scheduled. Future sites will undergo the same steps, as applicable.

## 9. ALTERNATIVES ANALYSIS

Analysis has been performed to identify the most effective and efficient bike parking equipment suited to Metro sites.

## 10. OTHER AGENCY INVOLVEMENT

Coordination with site cities and WSDOT, as applicable. Also coordinating with Sound Transit to ensure agencies' plans complement each other rather than duplicating locations and that planning accounts for future changes in site ownership or customer base.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

# Capital Appropriation Proposal



**NARRATIVES** TDC RAPIDRIDE BIKE FACILITIES 1116755

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Bike parking improves affordable access to the transit network. Unlike leased bike lockers at many KCM locations, this project increases the inventory and distribution of on-demand lockers, which require no long-term commitment and allow pay-as-you-go use at 5 cents/hr. with flexibility to use any location. Locations eligible for this grant include corridors serving priority populations who disproportionately rely on transit. Biking to transit expands the ability of users to connect to the frequent transit network, beyond the coverage and span of transit at their origin or destination.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

SCAP Goal 1: Transportation & Land Use. Priority Action: Expand access to the transit system. Non-motorized access projects are included as action items.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC REPL P&R LIGHTING (TDC P&R LIGHTING REPLACE) 1121955

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $66 | $0 | $0 | $66 |
| **4 Implementation** 01/01/20 - 12/31/20 | $2,796,715 | ($204,881) | $0 | $0 | $2,591,834 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,796,715** | **($204,815)** | **$0** | **$0** | **$2,591,900** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** TDC P&R LIGHTING REPLACE 1121955

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $66 | $0 | $0 | $0 | $0 | $66 |
| **4 Implementation** | $2,537,708 | $0 | $0 | $0 | $0 | $2,537,708 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,537,774** | **$0** | **$0** | **$0** | **$0** | **$2,537,774** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $66 | $0 | $66 |
| 4 Implementation | $0 | $0 | $2,542,761 | $2,796,715 | $2,537,708 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$2,542,827** | **$2,796,715** | **$2,537,774** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | ($66) | $66 | $0 | $0 |
| 4 Implementation | $259,007 | ($204,881) | $0 | $54,125 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$258,941** | **($204,815)** | **$0** | **$54,125** |

## NARRATIVES

TDC P&R LIGHTING REPLACE 1121955

### Current Scope

Park & Ride Lighting Replacement - This project supports the replacement of existing lighting at all park and rides with LED/High efficiency lighting.

### 1. PROJECT SCOPE

Park & Ride Lighting Replacement - This project supports the replacement of existing lighting at all park and rides with LED/High efficiency lighting.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC P&R LIGHTING REPLACE 1121955

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC A/C OPS & WAREHOUSE DEMOS 1124125

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC A/C OPS & WAREHOUSE DEMOS |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $120,452 | $277,713 | $0 | $0 | $398,165 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $101,595 | $85,849 | $0 | $0 | $187,444 |
| **3 Final Design** 01/01/20 - 12/31/20 | $562,480 | $255,212 | $0 | $0 | $817,693 |
| **4 Implementation** 01/01/20 - 12/31/20 | $3,857,797 | ($625,267) | $0 | $0 | $3,232,530 |
| **5 Closeout** 01/01/20 - 12/31/20 | $283,504 | ($256,810) | $0 | $0 | $26,694 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,925,828** | **($263,303)** | **$0** | **$0** | **$4,662,525** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC A/C OPS & WAREHOUSE DEMOS 1124125

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $398,165 | $0 | $0 | $0 | $0 | $398,165 |
| **2 Prelim Design** | $187,444 | $0 | $0 | $0 | $0 | $187,444 |
| **3 Final Design** | $817,692 | $0 | $0 | $0 | $0 | $817,692 |
| **4 Implementation** | $3,232,030 | $0 | $0 | $0 | $0 | $3,232,030 |
| **5 Closeout** | $26,694 | $0 | $0 | $0 | $0 | $26,694 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$4,662,025** | **$0** | **$0** | **$0** | **$0** | **$4,662,025** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $398,165 | $120,452 | $398,165 |
| 2 Preliminary Design | $0 | $0 | $187,444 | $101,595 | $187,444 |
| 3 Final Design | $0 | $0 | $817,692 | $562,480 | $817,692 |
| 4 Implementation | $0 | $0 | $3,232,030 | $3,857,797 | $3,232,030 |
| 5 Closeout | $0 | $0 | $26,895 | $283,504 | $26,694 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$4,662,226** | **$4,925,828** | **$4,662,025** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($277,713) | $277,713 | $0 | $0 |
| 2 Preliminary Design | ($85,849) | $85,849 | $0 | $0 |
| 3 Final Design | ($255,212) | $255,212 | $0 | $0 |
| 4 Implementation | $625,767 | ($625,267) | $0 | $500 |
| 5 Closeout | $256,810 | ($256,810) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$263,803** | **($263,303)** | **$0** | **$500** |

## NARRATIVES

TDC A/C OPS & WAREHOUSE DEMOS 1124125

### Current Scope

Atlantic/Central Base Operations and Warehouse Demolitions - This project will demolish the Frye Warehouse and the old Atlantic/Central Base Operations Buildings. The project will also create additional coach parking on Atlantic/Central Site. The Frye Warehouse site will be temporarily developed for vehicle parking.

### 1. PROJECT SCOPE

Atlantic/Central Base Operations and Warehouse Demolitions - This project will demolish the Frye Warehouse and the old Atlantic/Central Base Operations Buildings. The project will also create additional coach parking on Atlantic/Central Site. The Frye Warehouse site will be temporarily developed for vehicle parking.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC A/C OPS & WAREHOUSE DEMOS 1124125

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC REGL TRANSIT CONNECTIVITY 1124256

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC REGL TRANSIT CONNECTIVITY |
| **Substantial Completion** | 12/31/2030 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/30 | $1,328 | $1,314,573 | $825,360 | $875,292 | $3,016,554 |
| **2 Preliminary Design** 01/01/20 - 12/31/30 | $0 | $631,269 | $66,603 | $70,561 | $768,434 |
| **3 Final Design** 01/01/20 - 12/31/30 | $900,000 | ($900,000) | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/30 | $3,749,999 | $0 | $0 | $270,313 | $4,020,312 |
| **5 Closeout** 01/01/20 - 12/31/30 | $629,480 | ($629,480) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/30 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$5,280,807** | **$416,363** | **$891,963** | **$1,216,166** | **$7,805,299** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $416,363 | $891,963 | $1,216,166 | $2,524,492 |
| **Total Revenue** | **$416,363** | **$891,963** | **$1,216,166** | **$2,524,492** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC REGL TRANSIT CONNECTIVITY 1124256

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $818,578 | $260,166 | $786,624 | $825,360 | $875,292 | $3,566,020 |
| 2 Prelim Design | $571,204 | $0 | $62,693 | $66,603 | $70,561 | $771,061 |
| 3 Final Design | $40,461 | $0 | $0 | $0 | $0 | $40,461 |
| 4 Implementation | $1,604,182 | $334,247 | $665,753 | $1,000,000 | $1,200,000 | $4,804,182 |
| 5 Closeout | $414 | $0 | $0 | $0 | $0 | $414 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,034,839** | **$594,413** | **$1,515,070** | **$1,891,963** | **$2,145,853** | **$9,182,138** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $4,933,420 | $829,242 | $1,328 | $1,078,744 |
| 2 Preliminary Design | $0 | $922,813 | $571,993 | $0 | $571,204 |
| 3 Final Design | $0 | $0 | $43,547 | $900,000 | $40,461 |
| 4 Implementation | $0 | $6,420,312 | $1,819,226 | $3,749,999 | $1,938,429 |
| 5 Closeout | $0 | $0 | $414 | $629,480 | $414 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$12,276,545** | **$3,264,422** | **$5,280,807** | **$3,629,252** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,077,416) | $1,314,573 | $786,624 | ($549,466) |
| 2 Preliminary Design | ($571,204) | $631,269 | $62,693 | ($2,628) |
| 3 Final Design | $859,539 | ($900,000) | $0 | ($40,461) |
| 4 Implementation | $1,811,570 | $0 | $665,753 | $1,145,817 |
| 5 Closeout | $629,066 | ($629,480) | $0 | ($414) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,651,555** | **$416,362** | **$1,515,070** | **$552,848** |

**NARRATIVES** TDC REGL TRANSIT CONNECTIVITY 1124256

## Current Scope

Regional Transit Connectivity - This is a programmatic project that seeks to identify specific projects that will allow Metro to leverage funding opportunities to support both partner-led and Metro-led partnership projects. These projects will take advantage of future grant funding and capital investment opportunities and advance external partnerships. The funding should be used to enhance existing Metro Transit capital project scopes, other agency-led projects, or to initiate action to address an emergent need that improves ridership and/or overall customer satisfaction.

## 1. PROJECT SCOPE

Regional Transit Connectivity - This is a programmatic project that seeks to identify specific projects that will allow Metro to leverage funding opportunities to support both partner-led and Metro-led partnership projects. These projects will take advantage of future grant funding and capital investment opportunities and advance external partnerships. The funding should be used to enhance existing Metro Transit capital project scopes, other agency-led projects, or to initiate action to address an emergent need that improves ridership and/or overall customer satisfaction.

# Capital Appropriation Proposal



**NARRATIVES** TDC REGL TRANSIT CONNECTIVITY 1124256

## 2. PROGRAMMATIC PROJECT DISCUSSION

This is a programmatic project that seeks to identify specific projects that will allow Metro to leverage funding opportunities to support both partner-led and Metro-led partnership projects to improve transit operation on city or state-owned right-of-way. Current and planned project activities in this biennium: Bellevue Connector, WSDOT's IH405 HOT lanes design build projects, and more planned in south King County cities.

## 3. PROJECT JUSTIFICATION

This project is designed to leverage Metro capital investments in order to fund capital projects that provide benefits for Metro transit service and operations. The projects can include advancing existing Metro capital project scopes or addressing a developing need that will improve ridership or reliability. In some cases, partnership projects can provide financial savings to Metro compared to Metro-led design and implementation projects. The local agency can choose to lead design and implementation for speed and reliability improvements and/or seek for grant funding opportunities using Metro funds as local match. The goal of such projects is to provide fast and reliable transit service in areas where needs are the greatest. This approach is also supporting Metro's four pillars by strengthening partnerships with local jurisdictions and expanding capacity for Metro to deliver projects.

## 4. PROJECT BENEFITS/OUTCOMES

This project will further strengthen partnerships with local jurisdictions and improve transit ridership throughout King County. This project will also resulted in better transit service and/or infrastructures implemented by local jurisdictions

## 5. BUDGET REQUEST BASIS

The amount requested is based on Metro's current commitments and ongoing conversations with cities on potential project partnerships. The appropriation needed for the 2021-2022 biennium is to engage local partner agencies and to plan for projects to be identified in the next biennial budget.

## 6. FUNDING AND REVENUE DISCUSSION

This project will provide funding to help design and implement capital investments that have benefits to Metro transit services and operations in partnership with local jurisdictions. In some instances, this funding will be used as local match funding from Metro to contribute to local jurisdictions in their efforts seeking grant funding for their capital projects that supports Metro's vision and long-term goals. Additionally, many smaller suburban cities are usually financially constrained, and this funding will improve social equity in areas that are historically underserved or are transit-dependents populations.

## 7. OPERATING BUDGET AND OTHER IMPACTS

None expected.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

To be determined for each subtask

## 10. OTHER AGENCY INVOLVEMENT

King County Road Services Division, Washington State Department of Transportation (WSDOT), Sound Transit, and local jurisdictions.

## 11. ART ELIGIBILITY

Not Art Eligible, project wholly or partially funded by Metro/Metro grant funding but project managed by another jurisdiction or public agency; the managing jurisdiction or agency is responsible for applying their art rules

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Providing fast, reliable, integrated mobility services is one of the guiding principles of Metro’s Equity and Mobility Framework, and increasing speed and reliability is one of the framework recommendations from the Equity Cabinet. Forming partnerships and encouraging local jurisdictions to plan for capital improvements that benefit transit riders supports Metro's principles and have both localized and system wide benefits.

**NARRATIVES** TDC REGL TRANSIT CONNECTIVITY 1124256

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Achieving SCAP countywide transportation goals depends on partnerships with local jurisdictions. As applicable this project will support: GHG 2.5.1 Partner with local jurisdictions to develop plans for transit corridors that provide safe and reliable transit services.

This project supports the SCAP goal to double transit ridership by 2040. In order to attract more riders, bus transit service needs to be reliable and achieve travel times that are competitive with private vehicles. City partnerships that improve transit ridership will result in mode shift from SOV to transit and therefore reduce CO2 emissions.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The participation of local agency partners can be impacted by their capacity, prioritization within their agency, and availability to lead or actively participate in capital planning, design, and implementation. Grant competition is also a factor in a city's ability to secure project funding.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FAIRVIEW BRIDGE TOH SUPP 1124294

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/01/2021 |
| **Location** | Fairview Bridge |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 03/31/19 | $326 | $74,304 | $0 | $0 | $74,630 |
| **2 Preliminary Design** 04/01/19 - 07/29/19 | $10,477 | $46,808 | $0 | $0 | $57,285 |
| **3 Final Design** 07/30/19 - 12/26/19 | $150,228 | $299,018 | $0 | $0 | $449,246 |
| **4 Implementation** 09/30/19 - 09/18/21 | $610,758 | $217,668 | $0 | $0 | $828,426 |
| **5 Closeout** 09/19/21 - 11/17/21 | $71,934 | $102,476 | $0 | $0 | $174,410 |
| **6 Acquisition** 04/01/19 - 06/29/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$843,723** | **$740,274** | **$0** | **$0** | **$1,583,997** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $740,274 | $0 | $0 | $740,274 |
| **Total Revenue** | **$740,274** | **$0** | **$0** | **$740,274** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC FAIRVIEW BRIDGE TOH SUPP 1124294

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $38,896 | $0 | $0 | $0 | $0 | $38,896 |
| 2 Prelim Design | $13,687 | $0 | $0 | $0 | $0 | $13,687 |
| 3 Final Design | $258,378 | $0 | $0 | $0 | $0 | $258,378 |
| 4 Implementation | $171,161 | $331,417 | $241,635 | $0 | $0 | $744,213 |
| 5 Closeout | $850 | $0 | $173,561 | $0 | $0 | $174,410 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$482,972** | **$331,417** | **$415,195** | **$0** | **$0** | **$1,229,585** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $74,630 | $38,896 | $326 | $38,896 |
| 2 Preliminary Design | $0 | $57,285 | $50,144 | $10,477 | $13,687 |
| 3 Final Design | $0 | $449,246 | $264,413 | $150,228 | $258,378 |
| 4 Implementation | $0 | $828,426 | $201,849 | $610,758 | $502,579 |
| 5 Closeout | $0 | $174,410 | $850 | $71,934 | $850 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,583,997** | **$556,152** | **$843,723** | **$814,390** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($38,570) | $74,304 | $0 | $35,734 |
| 2 Preliminary Design | ($3,210) | $46,808 | $0 | $43,598 |
| 3 Final Design | ($108,150) | $299,018 | $0 | $190,868 |
| 4 Implementation | $108,179 | $217,668 | $241,635 | $84,213 |
| 5 Closeout | $71,084 | $102,476 | $173,561 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$29,333** | **$740,274** | **$415,196** | **$354,413** |

**NARRATIVES** TDC FAIRVIEW BRIDGE TOH SUPP 1124294

## Current Scope

Fairview Bridge Trolley Overhead Replacement - This project is in support of SDOT's replacement of the Fairview Bridge. The scope of work includes removal and replacement of existing trolley poles and Overhead Contact System (OCS) on City of Seattle Fairview Bridge during bridge demolition and reconstruction. It also includes trolley infrastructure changes to support a detour of trolley service on the Route 70 during the 18 month bridge construction project.

## 1. PROJECT SCOPE

Fairview Bridge Trolley Overhead Replacement - This project is in support of SDOT's replacement of the Fairview Bridge. The scope of work includes removal and replacement of existing trolley poles and Overhead Contact System (OCS) on City of Seattle Fairview Bridge during bridge demolition and reconstruction. It also includes trolley infrastructure changes to support a detour of trolley service on the Route 70 during the 18 month bridge construction project.

# Capital Appropriation Proposal



**NARRATIVES** TDC FAIRVIEW BRIDGE TOH SUPP 1124294

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Project is required to coordinate with City of Seattle bridge replacement project and support a detour of trolley service on the Route 70 during the 18 month bridge construction project.

## 4. PROJECT BENEFITS/OUTCOMES

Ongoing operation of the Route 70 will be dieselized for the duration of the bridge renovation project.

## 5. BUDGET REQUEST BASIS

The additional amount requested for the 2021-2022 budget cycle is based on previous expenses for similar projects, partner discussions, contingency, and full costs associated with this project.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

The project is currently in Implementation with an expected completion date of Q2 2021.

## 9. ALTERNATIVES ANALYSIS

Alternative detour routes were identified and analyzed.

## 10. OTHER AGENCY INVOLVEMENT

Interagency coordination between Metro and the City of Seattle Department of Transportation (SDOT).

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Maintenance of trolley operations for the Route 70 supports the goals and objectives of the Strategic Climate Action Plan (SCAP).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC FAIRVIEW BRIDGE TOH SUPP 1124294

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC INTERIM POLICE FACILITY 1124395

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $50,146 | $162,880 | $0 | $0 | $213,026 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $352,552 | ($156,394) | $0 | $0 | $196,158 |
| **3 Final Design** 01/01/20 - 12/31/20 | $380,806 | $27,712 | $0 | $0 | $408,518 |
| **4 Implementation** 01/01/20 - 12/31/20 | $2,588,502 | ($193,128) | $0 | $0 | $2,395,374 |
| **5 Closeout** 01/01/20 - 12/31/20 | $11,640 | ($11,193) | $0 | $0 | $447 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,383,646** | **($170,123)** | **$0** | **$0** | **$3,213,523** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** TDC INTERIM POLICE FACILITY 1124395

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $213,026 | $0 | $0 | $0 | $0 | $213,026 |
| **2 Prelim Design** | $196,158 | $0 | $0 | $0 | $0 | $196,158 |
| **3 Final Design** | $408,518 | $0 | $0 | $0 | $0 | $408,518 |
| **4 Implementation** | $2,395,120 | $0 | $0 | $0 | $0 | $2,395,120 |
| **5 Closeout** | $447 | $0 | $0 | $0 | $0 | $447 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,213,269** | **$0** | **$0** | **$0** | **$0** | **$3,213,269** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $175,008 | $0 | $213,026 | $50,146 | $213,026 |
| **2 Preliminary Design** | $190,651 | $0 | $196,158 | $352,552 | $196,158 |
| **3 Final Design** | $380,806 | $0 | $408,518 | $380,806 | $408,518 |
| **4 Implementation** | $2,602,181 | $0 | $2,395,373 | $2,588,502 | $2,395,120 |
| **5 Closeout** | $35,000 | $0 | $447 | $11,640 | $447 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$3,383,646** | **$0** | **$3,213,522** | **$3,383,646** | **$3,213,269** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | ($162,880) | $162,880 | $0 | $0 |
| **2 Preliminary Design** | $156,394 | ($156,394) | $0 | $0 |
| **3 Final Design** | ($27,712) | $27,712 | $0 | $0 |
| **4 Implementation** | $193,382 | ($193,128) | $0 | $254 |
| **5 Closeout** | $11,193 | ($11,193) | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 |
| **Total** | **$170,377** | **($170,123)** | **$0** | **$254** |

## NARRATIVES

TDC INTERIM POLICE FACILITY 1124395

### Current Scope

Interim Police Facility - This project will pay for tenant improvements to implement a new Interim Metro Transit Police Building to relocate staff from their current work spaces in the old Atlantic/Central Operations Building and Frye Warehouse. Consistent with the facility master plan for Central-Atlantic Campus, Metro security staff will also join the Metro Transit Police in the new location. The tenant improvements will include features such as locker rooms, bike repair, weapon and ammunition storage; security and access control systems; and IT infrastructure. The interim building will be a 10-year leased office space for approximately 110 total daily staff and 50 secure parking spaces, to be used on an interim basis while a permanent solution is implemented for the Metro Transit Police. The interim building will be a commercial lease in the SODO vicinity with tenant improvements based on a requirements document prepared by Transit Design and Construction.

### 1. PROJECT SCOPE

Interim Police Facility - This project will pay for tenant improvements to implement a new Interim Metro Transit Police Building to relocate staff from their current work spaces in the old Atlantic/Central Operations Building and Frye Warehouse. Consistent with the facility master plan for Central-Atlantic Campus, Metro security staff will also join the Metro Transit Police in the new location. The tenant improvements will include features such as locker rooms, bike repair, weapon and ammunition storage; security and access control systems; and IT infrastructure. The interim building will be a 10-year leased office space for approximately 110 total daily staff and 50 secure parking spaces, to be used on an interim basis while a permanent solution is implemented for the Metro Transit Police. The interim building will be a commercial lease in the SODO vicinity with tenant improvements based on a requirements document prepared by Transit Design and Construction.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC INTERIM POLICE FACILITY 1124395

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC REPL 4.9 NETWK & ROUTERS 1124429

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $631,441 | ($44,231) | $0 | $0 | $587,210 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $1,243,374 | ($230,678) | $0 | $0 | $1,012,696 |
| **3 Final Design** 01/01/20 - 12/31/20 | $526,573 | $4,506,662 | $0 | $0 | $5,033,235 |
| **4 Implementation** 01/01/20 - 12/31/20 | $21,108,343 | ($12,802,996) | $0 | $0 | $8,305,347 |
| **5 Closeout** 01/01/20 - 12/31/20 | $4,589,885 | ($4,428,037) | $0 | $0 | $161,848 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$28,099,616** | **($12,999,280)** | **$0** | **$0** | **$15,100,336** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC REPL 4.9 NETWK & ROUTERS 1124429

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $587,210 | $0 | $0 | $0 | $0 | $587,210 |
| **2 Prelim Design** | $980,474 | $0 | $0 | $0 | $0 | $980,474 |
| **3 Final Design** | $4,952,680 | $0 | $0 | $0 | $0 | $4,952,680 |
| **4 Implementation** | $1,842,572 | $0 | $0 | $0 | $0 | $1,842,572 |
| **5 Closeout** | $58,293 | $0 | $0 | $0 | $0 | $58,293 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$8,421,229** | **$0** | **$0** | **$0** | **$0** | **$8,421,229** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $590,217 | $631,441 | $587,210 |
| 2 Preliminary Design | $0 | $0 | $981,703 | $1,243,374 | $980,474 |
| 3 Final Design | $0 | $0 | $4,958,375 | $526,573 | $4,952,680 |
| 4 Implementation | $0 | $0 | $2,998,619 | $21,108,343 | $1,842,572 |
| 5 Closeout | $0 | $0 | $58,293 | $4,589,885 | $58,293 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$9,587,207** | **$28,099,616** | **$8,421,229** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $44,231 | ($44,231) | $0 | $0 |
| 2 Preliminary Design | $262,900 | ($230,678) | $0 | $32,222 |
| 3 Final Design | ($4,426,107) | $4,506,662 | $0 | $80,555 |
| 4 Implementation | $19,265,771 | ($12,802,996) | $0 | $6,462,775 |
| 5 Closeout | $4,531,592 | ($4,428,037) | $0 | $103,555 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$19,678,387** | **($12,999,280)** | **$0** | **$6,679,107** |

## NARRATIVES

TDC REPL 4.9 NETWK & ROUTERS 1124429

### Current Scope

Replace 4.9 Network and Routers with Next Generation Wireless (NGW) - This project funds the replacement of end-of-life wireless equipment with new cellular 4G LTE-based equipment. This equipment will transmit data and real time information from on-board systems, including ORCA, to King County servers. The project scope includes replacement of the existing 4.9 GHz network; deployment of new wireless network; governance for the wireless network covering how system communicates through the service and how the service is supported; updates to impacted applications to ensure existing functionality is not degraded or lost after deployment of the new wireless network; and maintenance and support plan for King County staff after deployment of new wireless network.

### 1. PROJECT SCOPE

Replace 4.9 Network and Routers with Next Generation Wireless (NGW) - This project funds the replacement of end-of-life wireless equipment with new cellular 4G LTE-based equipment. This equipment will transmit data and real time information from on-board systems, including ORCA, to King County servers. The project scope includes replacement of the existing 4.9 GHz network; deployment of new wireless network; governance for the wireless network covering how system communicates through the service and how the service is supported; updates to impacted applications to ensure existing functionality is not degraded or lost after deployment of the new wireless network; and maintenance and support plan for King County staff after deployment of new wireless network.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

# Capital Appropriation Proposal



**NARRATIVES** TDC REPL 4.9 NETWK & ROUTERS 1124429

## 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ACCESS ALT FUEL (LPG) 1124439

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $1,800,728 | ($190,775) | $0 | $0 | $1,609,953 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,800,728** | **($190,775)** | **$0** | **$0** | **$1,609,953** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC ACCESS ALT FUEL (LPG) 1124439

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,609,953 | $0 | $0 | $0 | $0 | $1,609,953 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,609,953** | **$0** | **$0** | **$0** | **$0** | **$1,609,953** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,609,953 | $1,800,728 | $1,609,953 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$1,609,953** | **$1,800,728** | **$1,609,953** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $190,775 | ($190,775) | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$190,775** | **($190,775)** | **$0** | **$0** |

## NARRATIVES

TDC ACCESS ALT FUEL (LPG) 1124439

### Current Scope

Access Alternative Fuel (Liquid Petroleum Gas) - The scope of this project was to shift from gasoline to a less expensive and cleaner burning alternative fuel, Liquid Petroleum Gas (LPG), at our Solid Ground contractor's South Park operating base.

### 1. PROJECT SCOPE

Access Alternative Fuel (Liquid Petroleum Gas) - The scope of this project was to shift from gasoline to a less expensive and cleaner burning alternative fuel, Liquid Petroleum Gas (LPG), at our Solid Ground contractor's South Park operating base.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC ACCESS ALT FUEL (LPG) 1124439

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ORCA REPLACEMENT 1124456

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/27/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 10/01/15 - 03/30/17 | $1,138,562 | $2,304 | $0 | $0 | $1,140,866 |
| **2 Preliminary Design** 03/31/17 - 08/22/17 | $1,512,188 | $172,876 | $0 | $0 | $1,685,064 |
| **3 Final Design** 08/23/17 - 12/31/20 | $22,289,135 | ($9,046,853) | $0 | $0 | $13,242,282 |
| **4 Implementation** 01/01/21 - 09/27/22 | $24,762,102 | $9,790,816 | $0 | $0 | $34,552,918 |
| **5 Closeout** 09/28/22 - 03/20/23 | $0 | $6,916,655 | $0 | $0 | $6,916,655 |
| **6 Acquisition** 03/31/17 - 03/31/17 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$49,701,987** | **$7,835,798** | **$0** | **$0** | **$57,537,785** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $7,835,798 | $0 | $0 | $7,835,798 |
| **Total Revenue** | **$7,835,798** | **$0** | **$0** | **$7,835,798** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ORCA REPLACEMENT 1124456

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $1,140,866 | $0 | $0 | $0 | $0 | $1,140,866 |
| 2 Prelim Design | $1,685,064 | $0 | $0 | $0 | $0 | $1,685,064 |
| 3 Final Design | $4,141,021 | $9,101,262 | $0 | $0 | $0 | $13,242,282 |
| 4 Implementation | $0 | $0 | $34,552,918 | $0 | $0 | $34,552,918 |
| 5 Closeout | $0 | $0 | $3,762,195 | $3,154,460 | $0 | $6,916,655 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$6,966,951** | **$9,101,262** | **$38,315,113** | **$3,154,460** | **$0** | **$57,537,785** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,140,866 | $1,140,866 | $1,138,562 | $1,140,866 |
| 2 Preliminary Design | $0 | $1,685,064 | $1,685,064 | $1,512,188 | $1,685,064 |
| 3 Final Design | $0 | $13,242,282 | $5,589,312 | $22,289,135 | $13,242,282 |
| 4 Implementation | $0 | $34,552,918 | $0 | $24,762,102 | $0 |
| 5 Closeout | $0 | $6,916,655 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$57,537,785** | **$8,415,242** | **$49,701,987** | **$16,068,212** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($2,304) | $2,304 | $0 | $0 |
| 2 Preliminary Design | ($172,876) | $172,876 | $0 | $0 |
| 3 Final Design | $9,046,853 | ($9,046,853) | $0 | $0 |
| 4 Implementation | $24,762,102 | $9,790,816 | $34,552,918 | $0 |
| 5 Closeout | $0 | $6,916,655 | $3,762,195 | $3,154,460 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$33,633,775** | **$7,835,798** | **$38,315,113** | **$3,154,460** |

**NARRATIVES** TDC ORCA REPLACEMENT 1124456

## Current Scope

Next Generation ORCA Replacement (ngORCA) - This project is a joint effort between King County Metro Transit, Sound Transit, and other regional transit agencies to replace and update the existing ORCA smart card regional fare collection system. The future ORCA fare collection system is expected to include the following elements: fare card readers or validators at all fare collection points, including buses, rail and streetcar stations; operator displays and functionality to collect and manage fares while delivering service; fare inspection equipment for fare enforcement officers for next generation ORCA system; agency servers and other equipment needed to collect fares from readers and otherwise manage system devices and functions; a central clearinghouse and associated financial processing to manage, reconcile and settle transactions; system websites for agency management, business accounts and customer use; reporting and management processes required for system implementation and ongoing maintenance; and negotiation and renewal of a long term support and maintenance agreement.

# Capital Appropriation Proposal



**NARRATIVES** TDC ORCA REPLACEMENT 1124456

## 1. PROJECT SCOPE

Next Generation ORCA Replacement (ngORCA) - This project is a joint effort between King County Metro Transit, Sound Transit, and other regional transit agencies to replace and update the existing ORCA smart card regional fare collection system. The future ORCA fare collection system is expected to include the following elements: fare card readers or validators at all fare collection points, including buses, rail and streetcar stations; operator displays and functionality to collect and manage fares while delivering service; fare inspection equipment for fare enforcement officers for next generation ORCA system; agency servers and other equipment needed to collect fares from readers and otherwise manage system devices and functions; a central clearinghouse and associated financial processing to manage, reconcile and settle transactions; system websites for agency management, business accounts and customer use; reporting and management processes required for system implementation and ongoing maintenance; and negotiation and renewal of a long term support and maintenance agreement.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The current ORCA system is aging and nearing its end of life. It was originally deployed in 2009 and has an operating and maintenance contract scheduled to end in 2021. The project will ensure that Metro Transit and its regional partners can continue to collect transit fare revenue beyond 2021, using modern, supportable technology. A contract extension with the current ORCA vendor (VIX) has been negotiated to cover the years 2022 and 2023, at King County's option in order to ensure that there is no gap in our ability to collect fares during the transition from one system to another.

The Next Generation ORCA transit fare collection system supports the following Metro Transit Goals:

Goal 2: Human Potential - It provides public transportation products and services that add value throughout King County and facilitate access to jobs, education, and other destinations. The ORCA program is a collaborative effort between the region's transit agencies and helps create a seamless transit experience for our riders that crosses county and other jurisdictional boundaries.

Goal 3: Economic Growth and Built Environment - This project supports and encourages a strong, diverse, sustainable economy that provides alternatives to driving alone. The program includes a range of bus, rail, and marine options for a regionally comprehensive, integrated, and multimodal transportation system that links a range of destinations to education and employment centers.

If this effort is not funded, King County would not be able to properly participate in the regional ORCA system replacement. If a replacement system is not available when the current O&M contract ends in 2023 fare collection, other than through fare box, could be impacted.

# Capital Appropriation Proposal



**NARRATIVES** TDC ORCA REPLACEMENT 1124456

## 4. PROJECT BENEFITS/OUTCOMES

This project expects to realize the following benefits:

1. Maintain service levels by replacing or upgrading older technology, reducing risk of system failures, or providing regulatory compliance.
• The current ORCA system was implemented in 2009 on technology platforms that were prevalent in 2003 when the system was originally designed. Implementing a new system will remove the risk inherent with the aging 10-year old program and vendor contract.

2. Maintain regional fare collection functionality and customer satisfaction with the ORCA program.

3. Improve the quality or quantity of services provided to the public, including better access to the ORCA program. If this project is approved, it will improve the ORCA program's electronic and mobile functionality
• Making it easier for customers without banking relationships to get the benefits provided by an ORCA card (for example, intersystem transfers);
• Providing an infrastructure that allows customers almost instantaneous availability of loaded value; eliminating the waiting period that exists with the current system.
• Allowing payment from a variety of devices (smartphone, ORCA card, etc.);
• Providing more options for off-board fare payment, allowing customers to pay without waiting in line to board the bus
The above benefits will be measured with the following data and metrics:
• ORCA market share
• Customer satisfaction as measured in our annual ridership survey
• Full vendor support for the new technology system

The baseline metrics for the success of these benefits include:
• ORCA King County Metro market share is ~65%.
• King County Metro Customer Satisfaction with fare payment is currently 77% (last measured in 2015)

Once the project is complete, we expect to see no loss of total market share or customer satisfaction. Ideally, our target for customer satisfaction with ORCA services is for 90% of riders to be very or somewhat satisfied with the new system.

## 5. BUDGET REQUEST BASIS

This appropriation request is the final planned appropriation request for the ORCA Replacement Project. The planned project budget of $57.5M remains unchanged from the original project budget requested and approved in the 2017-2018 biennium budget. No further appropriation requests are planned for this project.

## 6. FUNDING AND REVENUE DISCUSSION

Public Transportation Fund, capital sub fund

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget impacts have not been determined at this time.

The operating budget will be significantly impacted by decisions that have not yet been made by the regional team including:
• What the operating model will be for next generation ORCA;
• Which agency will house and manage the system (King County or Sound Transit);
• Which functions the vendor will retain (which cannot be known until a vendor is identified and design is complete) and what functions will be outsourced.

## 8. PROJECT STATUS

The project is currently in design review. Full Design is expected to complete 4Q2020.

## 9. ALTERNATIVES ANALYSIS

An RFI was conducted in 2016, and a full competitive RFP for system integrator proposals was conducted and completed in 2019.

**NARRATIVES** TDC ORCA REPLACEMENT 1124456

## 10. OTHER AGENCY INVOLVEMENT

The Next Generation ORCA project is a regional project which includes 6 partner agencies: Sound Transit, Community Transit, Pierce Transit, Everett Transit, Kitsap Transit, and Washington State Ferries. KCIT and King County Finance will also be involved in this process from a system integration perspective.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity Impact Review was completed and delivered in June 2020.
The next generation ORCA project will have several impacts to ESJ communities.

A current barrier in the current ORCA system is ease of access to use cash to load value to an ORCA card. Currently there are approximately 200 locations throughout King County where cash transactions can be handled. In the future system, this will increase to as many as 600 locations, providing a much more convenient way for low income riders to manage their accounts.

Also, the current 24 to 48 hour delay in accessing newly deposited funds on the ORCA card will also be eliminated, also benefiting low income riders.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Other Transit VM hours represent new TLT teams that will be hired to do vehicle installation.

Critical Success Factors:
1) This project should present annually to PRB.
2) Provide results of ART review outcomes to PRB in Oct 2020.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

Strategic Information Technology Plan (SITP) Alignment
Goal 1: Connected Communities
Next gen ORCA will greatly expand the use of technology for fare collection through the introduction of a mobile app to allow for fare payment and account maintenance on mobile devices.
Goal 3: Connected Government
Next gen ORCA is by design a coordinated service delivery program through partnership with 6 other regional transit agencies to allow for a single payment throughout the regional transit agencies, allowing for seamless transfers and payment.

**NARRATIVES** TDC ORCA REPLACEMENT 1124456

## 16. PROJECT COMPLEXITY

High Business Complexity due to:
1. Multiple business processes, technologies, and tools will be updated
2. Multiple transit agencies are involved in technology selection and implementation
Mitigation: The project team includes representatives from Metro Transit as well as Sound Transit. Additionally the project team has and will continue to provide communication to our other external partners. The project intends to hire a system integrator to help oversee and implement the new system in concert with our two technology teams.
High Technical Complexity due to:
1. The size and scope of the ORCA replacement involves on-board coach systems, back-end software, and new hardware and kiosks to accept the next generation of ORCA cards.
2. Multiple vendor supported systems requiring a coordinated rollout plan.
Mitigation: The primary mitigation tactic involves careful design and planning by Metro and Sound Transit combined with assistance from seasoned, experienced vendors. We will hire a third party system integrator to help oversee and implement the new system in concert with our two technology teams. Also we have already engaged a Quality Assurance vendor to .help us assess how we are doing with project implementation and offer suggestions designed to improve our development process. Their first report will be complete by Q4 2018 and subsequent reports will track our progress against this initial analysis.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

King County has assigned a full time project manager for the implementation of The Next Generation ORCA effort. Transit managers have committed staff to support the review and design of the new system. Vehicle Maintenance, Radio Maintenance, Training, Finance, and Customer Service staff are fully engaged. In addition, we are engaging KCIT early in the process along with a third party system integrator to help guide our technology choices.

## 18. PROJECT RISKS

A risk mitigation plan has been developed, is being consulted monthly, and will be updated regularly. In addition, a detailed risk matrix is being maintained by the Regional Program Team and will be reviewed and updated on a bi-weekly basis per the risk mitigation plan. A Quality Assurance consultant has been engaged and has been submitting yearly and quarterly reports. These reports are submitted as they are received to the PRB and PSB.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BUS SECURITY CAMERA REPL 1124538

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $1,871,900 | ($263,333) | $0 | $0 | $1,608,567 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,871,900** | **($263,333)** | **$0** | **$0** | **$1,608,567** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC BUS SECURITY CAMERA REPL 1124538

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $809,298 | $0 | $0 | $0 | $0 | $809,298 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$809,298** | **$0** | **$0** | **$0** | **$0** | **$809,298** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,053,758 | $1,871,900 | $809,298 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$1,053,758** | **$1,871,900** | **$809,298** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,062,602 | ($263,333) | $0 | $799,269 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,062,602** | **($263,333)** | **$0** | **$799,269** |

## NARRATIVES

TDC BUS SECURITY CAMERA REPL 1124538

### Current Scope

Bus Security Camera Replacement - This project provides for the systematic replacement of on-board camera systems that were installed between 2008 and 2014. The current systems include cameras (4-11 depending on the size of the bus), microphones, closed circuit televised video, a digital video recorder (DVR) and DVR hard drive.

### 1. PROJECT SCOPE

Bus Security Camera Replacement - This project provides for the systematic replacement of on-board camera systems that were installed between 2008 and 2014. The current systems include cameras (4-11 depending on the size of the bus), microphones, closed circuit televised video, a digital video recorder (DVR) and DVR hard drive.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC BUS SECURITY CAMERA REPL 1124538

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 500KV SUB BREAKERS 1125742

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/24/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/17 - 01/02/19 | $33,563 | ($23,903) | $0 | $0 | $9,660 |
| **2 Preliminary Design** 04/02/18 - 01/02/19 | $71,170 | ($28,416) | $0 | $0 | $42,754 |
| **3 Final Design** 08/02/18 - 07/07/20 | $196,963 | ($3,321) | $0 | $0 | $193,643 |
| **4 Implementation** 12/31/18 - 10/11/21 | $6,884,273 | $2,660,762 | $0 | $0 | $9,545,035 |
| **5 Closeout** 10/12/21 - 02/18/22 | $239,032 | ($80,635) | $0 | $0 | $158,397 |
| **6 Acquisition** 04/02/18 - 04/02/18 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$7,425,001** | **$2,524,488** | **$0** | **$0** | **$9,949,489** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **33118 - FED TRANSIT CAP INVEST** | $2,524,488 | $0 | $0 | $2,524,488 |
| **Total Revenue** | **$2,524,488** | **$0** | **$0** | **$2,524,488** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC 500KV SUB BREAKERS 1125742

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $9,660 | $0 | $0 | $0 | $0 | $9,660 |
| 2 Prelim Design | $42,754 | $0 | $0 | $0 | $0 | $42,754 |
| 3 Final Design | $133,643 | $60,000 | $0 | $0 | $0 | $193,643 |
| 4 Implementation | $314,840 | $4,256,926 | $4,973,269 | $0 | $0 | $9,545,035 |
| 5 Closeout | $0 | $0 | $158,397 | $0 | $0 | $158,397 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$500,897** | **$4,316,926** | **$5,131,666** | **$0** | **$0** | **$9,949,489** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $9,660 | $9,660 | $33,563 | $9,660 |
| 2 Preliminary Design | $0 | $42,754 | $44,667 | $71,170 | $42,754 |
| 3 Final Design | $0 | $193,643 | $208,013 | $196,963 | $193,643 |
| 4 Implementation | $0 | $9,545,035 | $320,453 | $6,884,273 | $4,571,767 |
| 5 Closeout | $0 | $158,397 | $0 | $239,032 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$9,949,489** | **$582,793** | **$7,425,001** | **$4,817,824** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $23,903 | ($23,903) | $0 | $0 |
| 2 Preliminary Design | $28,416 | ($28,416) | $0 | $0 |
| 3 Final Design | $3,321 | ($3,321) | $0 | $0 |
| 4 Implementation | $2,312,506 | $2,660,762 | $4,973,269 | $0 |
| 5 Closeout | $239,032 | ($80,635) | $158,397 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,607,178** | **$2,524,487** | **$5,131,666** | **$0** |

**NARRATIVES** TDC 500KV SUB BREAKERS 1125742

## Current Scope

500 Kilowatt Sub Breakers - This project will complete design and specifications for breaker procurement, procure material and equipment, and install new breakers. Replace (26) 500Kw Trolley Substation Breakers and related batteries without interruption of electric trolley bus service. Electric Trolley Bus Overhead System wires will remain energized during the breaker replacement work.

## 1. PROJECT SCOPE

500 Kilowatt Sub Breakers - This project will complete design and specifications for breaker procurement, procure material and equipment, and install new breakers. Replace (26) 500Kw Trolley Substation Breakers and related batteries without interruption of electric trolley bus service. Electric Trolley Bus Overhead System wires will remain energized during the breaker replacement work.

# Capital Appropriation Proposal



**NARRATIVES** TDC 500KV SUB BREAKERS 1125742

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Substation Breakers are used to detect and respond to electrical faults that occur in the Trolley Overhead (TOH) system. This is an essential safety component within the TOH system. The current breakers have been in service for 24+ years and are no longer supported by the vendo who supplied them and replacement parts are increasingly scare. Failure of this component may result in long-term service disruptions.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. During alternatives analysis, the determination was made to include the batteries related to the transformers in the procurement. The time necessary to revise this project's design and contract to include batteries, as well as the administration of the project have lead the project team to request additional budget from ~$7.4M to $9.9M and to extend the schedule into Q4 2023.

## 6. FUNDING AND REVENUE DISCUSSION

Currently grant funded under ES 118517 | FTA 1731-2018-12
Please note that this project is under consideration for additional Grant Funding under HIFG 5337, and that determination should be known by mid to late 2020 if approved.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance

## 8. PROJECT STATUS

Ongoing standard project, in design/implementation phase, anticipated to complete in 2022

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is exempt from the Green Building Ordinance.

This project supports the SCAP goal to optimize, enhance and expand the zero emissions fleet.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** TDC 500KV SUB BREAKERS 1125742

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BROAD ST SUB X-FORMER 1125765

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/20/2021 |
| **Location** | Broad Street Substation 319 6th Ave N |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 10/31/18 - 09/19/19 | $193,876 | ($186,385) | $0 | $0 | $7,491 |
| **2 Preliminary Design** 08/19/19 - 09/04/20 | $185,049 | $119,479 | $0 | $0 | $304,528 |
| **3 Final Design** 06/29/20 - 03/24/21 | $208,294 | $582,811 | $0 | $0 | $791,105 |
| **4 Implementation** 12/21/20 - 12/20/21 | $2,625,109 | $2,098,281 | $0 | $0 | $4,723,390 |
| **5 Closeout** 12/21/21 - 03/30/22 | $194,207 | ($165,777) | $0 | $0 | $28,430 |
| **6 Acquisition** 08/19/19 - 08/19/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,406,535** | **$2,448,408** | **$0** | **$0** | **$5,854,943** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **33118 - FED TRANSIT CAP INVEST** | $2,448,408 | $0 | $0 | $2,448,408 |
| **Total Revenue** | **$2,448,408** | **$0** | **$0** | **$2,448,408** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BROAD ST SUB X-FORMER 1125765

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $7,491 | $0 | $0 | $0 | $0 | $7,491 |
| 2 Prelim Design | $50,842 | $253,686 | $0 | $0 | $0 | $304,528 |
| 3 Final Design | $59,932 | $505,569 | $225,604 | $0 | $0 | $791,105 |
| 4 Implementation | $34,706 | $144,314 | $4,544,369 | $0 | $0 | $4,723,390 |
| 5 Closeout | $0 | $0 | $28,430 | $0 | $0 | $28,430 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$152,971** | **$903,569** | **$4,798,403** | **$0** | **$0** | **$5,854,943** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $7,491 | $8,089 | $193,876 | $7,491 |
| 2 Preliminary Design | $0 | $304,528 | $67,467 | $185,049 | $304,528 |
| 3 Final Design | $0 | $791,105 | $60,389 | $208,294 | $565,501 |
| 4 Implementation | $0 | $4,723,390 | $35,839 | $2,625,109 | $179,020 |
| 5 Closeout | $0 | $28,430 | $0 | $194,207 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,854,943** | **$171,784** | **$3,406,535** | **$1,056,540** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $186,385 | ($186,385) | $0 | $0 |
| 2 Preliminary Design | ($119,479) | $119,479 | $0 | $0 |
| 3 Final Design | ($357,207) | $582,811 | $225,604 | $0 |
| 4 Implementation | $2,446,089 | $2,098,281 | $4,544,369 | $0 |
| 5 Closeout | $194,207 | ($165,777) | $28,430 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,349,995** | **$2,448,409** | **$4,798,403** | **$0** |

**NARRATIVES** TDC BROAD ST SUB X-FORMER 1125765

## Current Scope

Broad Street Substation Transformer - This project will replace the Broad St. substation's1500KVA DC Transformers and Rectifiers (switchgear).

## 1. PROJECT SCOPE

Broad Street Substation Transformer - This project will replace the Broad St. substation's1500KVA DC Transformers and Rectifiers (switchgear).

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC BROAD ST SUB X-FORMER 1125765

## 3. PROJECT JUSTIFICATION

Substation transformers and rectifiers are used to convert incoming AC electrical power to DC power that is used to power the Trolley Bus Fleet. This is an essential component within the TOH system. The current switchgear has been in service for 40+ years and is no longer supported by the vendor who supplied it and replacement parts are increasingly scare. Failure of this component may result in long-term service disruptions. King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State Of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State Of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. Failure to adhere to the program plan will generate a backlog of State Of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the county

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

This is an ongoing capital project. Funding in 2021-2022 will support the beginning of project implementation, with completion anticipated in 2022. The original budget request was generated using in-house engineering assessments, and the engineering group is preparing to use an engineering consultant's expertise to design the transformer. This may increase the total cost of design.

## 6. FUNDING AND REVENUE DISCUSSION

FTA grant is 1731-2018-12/EBS 118517.
Please note that this project is under consideration for Grant Funding under HIFG 5337, and that determination should be known by mid to late 2020 if approved.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance

## 8. PROJECT STATUS

Ongoing standard project, in design phase, anticipated to complete in 2022

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is exempt from the Green Building Ordinance.

This project supports the SCAP goal to optimize, enhance and expand the zero emissions fleet.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC BROAD ST SUB X-FORMER 1125765

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SB BUS WASH VAC REPL 1127241

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/28/2024 |
| **Location** | 12100 E Marginal Way S, Tukwila |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 07/31/15 - 07/24/16 | $90,823 | $1,306 | $0 | $0 | $92,129 |
| **2 Preliminary Design** 07/25/16 - 07/19/17 | $570,733 | $20,150 | $0 | $0 | $590,883 |
| **3 Final Design** 07/20/17 - 07/28/23 | $67 | $289,381 | $0 | $0 | $289,448 |
| **4 Implementation** 07/29/23 - 04/28/24 | $8,092 | $0 | $3,552,924 | $0 | $3,561,016 |
| **5 Closeout** 04/29/24 - 08/26/24 | $0 | $1,937 | $46,063 | $0 | $48,000 |
| **6 Acquisition** 07/25/16 - 10/22/16 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$669,715** | **$312,774** | **$3,598,987** | **$0** | **$4,581,476** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $312,774 | $3,598,987 | $0 | $3,911,761 |
| **Total Revenue** | **$312,774** | **$3,598,987** | **$0** | **$3,911,761** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SB BUS WASH VAC REPL 1127241

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $92,129 | $0 | $0 | $0 | $0 | $92,129 |
| 2 Prelim Design | $588,580 | $0 | $0 | $0 | $0 | $588,580 |
| 3 Final Design | $67 | $2,303 | $0 | $287,078 | $0 | $289,448 |
| 4 Implementation | $8,092 | $0 | $0 | $3,552,924 | $0 | $3,561,016 |
| 5 Closeout | $1,937 | $0 | $0 | $46,063 | $0 | $48,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$690,805** | **$2,303** | **$0** | **$3,886,065** | **$0** | **$4,579,173** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $92,129 | $94,432 | $90,823 | $92,129 |
| 2 Preliminary Design | $0 | $590,883 | $588,580 | $570,733 | $588,580 |
| 3 Final Design | $0 | $289,448 | $67 | $67 | $2,370 |
| 4 Implementation | $0 | $3,561,016 | $8,092 | $8,092 | $8,092 |
| 5 Closeout | $0 | $48,000 | $1,937 | $0 | $1,937 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,581,476** | **$693,108** | **$669,715** | **$693,108** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,306) | $1,306 | $0 | $0 |
| 2 Preliminary Design | ($17,847) | $20,150 | $0 | $2,303 |
| 3 Final Design | ($2,303) | $289,381 | $0 | $287,078 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | ($1,937) | $1,937 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($23,393)** | **$312,774** | **$0** | **$289,381** |

**NARRATIVES** TDC SB BUS WASH VAC REPL 1127241

## Current Scope

South Base Bus Wash Vacuum Replacement - This project includes the replacement of wash and vacuum and associated systems, including compressor/dryers, fire protection systems, interior piping's distributions, ventilation, and electrical systems at South Base.

## 1. PROJECT SCOPE

South Base Bus Wash Vacuum Replacement - This project includes the replacement of wash and vacuum and associated systems, including compressor/dryers, fire protection systems, interior piping's distributions, ventilation, and electrical systems at South Base.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC SB BUS WASH VAC REPL 1127241

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County. Average condition of the assets in this project is marginal.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. Additionally, predesign was completed by KPFF Consulting Engineers in December 2017 in which they provided an updated ROM cost for construction.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance

## 8. PROJECT STATUS

The 2023-2024 funding request is to complete design and implementation.

## 9. ALTERNATIVES ANALYSIS

Alternatives Analysis was completed by KPFF in December 2017. The study included site visits to peer transit agencies to document their process for washing and vacuuming transit buses. Difficulty of implementation, cost, efficiency, and different combinations of available processes and equipment were rated with pros and cons listed for each system.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

**NARRATIVES** TDC SB BUS WASH VAC REPL 1127241

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Metro's vacuum system maintains safety and cleanliness of the buses.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC UNIV BRIDGE POLE REPLACEMT (TDC UNIV BRIDGE POLE REPL) 1127254

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/09/2022 |
| **Location** | University Bridge Eastlake Ave |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/16 - 03/20/16 | $161,411 | ($137,870) | $0 | $0 | $23,541 |
| **2 Preliminary Design** 03/21/16 - 11/10/17 | $136,545 | ($128,483) | $0 | $0 | $8,062 |
| **3 Final Design** 04/18/20 - 04/12/21 | $168,595 | $422,004 | $0 | $0 | $590,599 |
| **4 Implementation** 04/13/21 - 08/05/22 | $1,395,148 | $950,005 | $0 | $0 | $2,345,153 |
| **5 Closeout** 08/06/22 - 12/23/22 | $122,782 | ($22,655) | $0 | $0 | $100,127 |
| **6 Acquisition** 03/21/16 - 03/21/16 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,984,481** | **$1,083,002** | **$0** | **$0** | **$3,067,483** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,083,002 | $0 | $0 | $1,083,002 |
| **Total Revenue** | **$1,083,002** | **$0** | **$0** | **$1,083,002** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC UNIV BRIDGE POLE REPL 1127254

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $23,541 | $0 | $0 | $0 | $0 | $23,541 |
| 2 Prelim Design | $8,062 | $0 | $0 | $0 | $0 | $8,062 |
| 3 Final Design | $13,030 | $411,095 | $166,474 | $0 | $0 | $590,599 |
| 4 Implementation | $223,607 | $0 | $2,121,546 | $0 | $0 | $2,345,153 |
| 5 Closeout | $0 | $0 | $100,127 | $0 | $0 | $100,127 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$268,241** | **$411,095** | **$2,388,147** | **$0** | **$0** | **$3,067,483** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $23,541 | $42,411 | $161,411 | $23,541 |
| 2 Preliminary Design | $0 | $8,062 | $16,917 | $136,545 | $8,062 |
| 3 Final Design | $0 | $590,599 | $13,190 | $168,595 | $424,125 |
| 4 Implementation | $0 | $2,345,153 | $224,071 | $1,395,148 | $223,607 |
| 5 Closeout | $0 | $100,127 | $0 | $122,782 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,067,483** | **$296,589** | **$1,984,481** | **$679,335** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $137,870 | ($137,870) | $0 | $0 |
| 2 Preliminary Design | $128,483 | ($128,483) | $0 | $0 |
| 3 Final Design | ($255,530) | $422,004 | $166,474 | $0 |
| 4 Implementation | $1,171,541 | $950,005 | $2,121,546 | $0 |
| 5 Closeout | $122,782 | ($22,655) | $100,127 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,305,146** | **$1,083,001** | **$2,388,147** | **$0** |

**NARRATIVES** TDC UNIV BRIDGE POLE REPL 1127254

## Current Scope

University Bridge Trolley Pole Replacement - This project is in support of the replacement of the30 trolley poles located on the University Bridge as part of the State of Good Repair program.

## 1. PROJECT SCOPE

University Bridge Trolley Pole Replacement - This project is in support of the replacement of the30 trolley poles located on the University Bridge as part of the State of Good Repair program.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC UNIV BRIDGE POLE REPL 1127254

## 3. PROJECT JUSTIFICATION

A project to replace steel poles along the University Bridge was initiated in 2016, prompted by the failure of two poles that support the trolley overhead and have since been replaced. A subsequent evaluation of all 32 poles on the bridge found other deficiencies. Since the bridge (and the foundations for the poles within) is owned by the City of Seattle and a historic landmark, this work requires coordination of the design and construction and agreements with Seattle Dept. of Transportation. The goal for Transit and the City is to replace all 32 steel poles to avoid service disruption on the Route 70 and prevent safety hazards to the public right-of-way. This project is now also important to the RR Roosevelt line at the North end of the University Bridge.

## 4. PROJECT BENEFITS/OUTCOMES

This will address a safety issue and maintain the trolley infrastructure at full functionality.

## 5. BUDGET REQUEST BASIS

This request reflects the need for a consultant/contractor to work with Metro's Power Distribution and Capital Delivery to design and install the remaining 30 poles. Funding for replacing trolley poles on University Bridge continues in 2021-2023 and will requires additional funds.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Once the new poles are installed, there will be an operational cost to maintain and perform maintenance on them.

## 8. PROJECT STATUS

This is an ongoing State of Good Repair project, standard project type, in the planning phase for installation of 30 additional poles, anticipated implementation is Q1 2022.

## 9. ALTERNATIVES ANALYSIS

None, this is a safety issue and needs to be addressed.

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle, Seattle Department of Transportation (SDOT)

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

This project supports the SCAP goal to optimize, enhance and expand the zero emissions fleet.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** TDC UNIV BRIDGE POLE REPL 1127254

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC COMFORT ST WESTWOOD 1127864

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/24/2026 |
| **Location** | TBD |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/16 - 11/09/22 | $22,236 | $48,978 | $0 | $0 | $71,214 |
| **2 Preliminary Design** 11/10/22 - 10/29/24 | $213,770 | $140,985 | $0 | $0 | $354,755 |
| **3 Final Design** 10/30/24 - 10/29/25 | $98 | $261,896 | $0 | $0 | $261,994 |
| **4 Implementation** 10/30/25 - 10/24/26 | $2,361 | $4,539 | $0 | $840,138 | $847,038 |
| **5 Closeout** 10/25/26 - 12/23/26 | $0 | $0 | $0 | $46,193 | $46,193 |
| **6 Acquisition** 12/24/26 - 12/24/26 | $0 | $2,066 | $0 | $0 | $2,066 |
| **Total Budget** | **$238,465** | **$458,464** | **$0** | **$886,331** | **$1,583,260** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $4,539 | $0 | $8,776 | $13,315 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $458,464 | $0 | $886,331 | $1,344,795 |
| **Total Revenue** | **$458,464** | **$0** | **$886,331** | **$1,344,795** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC COMFORT ST WESTWOOD 1127864

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $36,214 | $5,000 | $30,000 | $0 | $0 | $71,214 |
| 2 Prelim Design | $106,346 | $0 | $12,363 | $236,046 | $0 | $354,755 |
| 3 Final Design | $98 | $0 | $0 | $209,308 | $52,589 | $261,994 |
| 4 Implementation | $2,361 | $0 | $0 | $0 | $831,363 | $833,724 |
| 5 Closeout | $0 | $0 | $0 | $0 | $46,193 | $46,193 |
| 6 Acquisition | $2,066 | $0 | $0 | $0 | $0 | $2,066 |
| **Total Expense** | **$147,085** | **$5,000** | **$42,363** | **$445,354** | **$930,144** | **$1,569,945** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $71,214 | $36,214 | $22,236 | $41,214 |
| 2 Preliminary Design | $0 | $354,755 | $108,945 | $213,770 | $106,346 |
| 3 Final Design | $0 | $261,994 | $98 | $98 | $98 |
| 4 Implementation | $0 | $833,724 | $2,361 | $2,361 | $2,361 |
| 5 Closeout | $0 | $46,193 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $2,066 | $2,066 | $0 | $2,066 |
| **Total** | **$0** | **$1,569,945** | **$149,684** | **$238,465** | **$152,085** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($18,978) | $48,978 | $30,000 | $0 |
| 2 Preliminary Design | $107,424 | $140,985 | $12,363 | $236,046 |
| 3 Final Design | $0 | $261,896 | $0 | $261,897 |
| 4 Implementation | $0 | $4,539 | $0 | $4,539 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | ($2,066) | $2,066 | $0 | $0 |
| **Total** | **$86,380** | **$458,464** | **$42,363** | **$502,482** |

**NARRATIVES** TDC COMFORT ST WESTWOOD 1127864

## Current Scope

Westwood Comfort Station - This project involves siting, design, and construction of a permanent comfort station for Transit operators at the Westwood Village layover area. This comfort station may include "Living Building Challenge" high sustainability goals.

## 1. PROJECT SCOPE

Westwood Comfort Station - This project involves siting, design, and construction of a permanent comfort station for Transit operators at the Westwood Village layover area. This comfort station may include "Living Building Challenge" high sustainability goals.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC COMFORT ST WESTWOOD 1127864

## 3. PROJECT JUSTIFICATION

There is no permanent restroom facility available for drivers at this location. King County Metro is committed to improving the availability of operator comfort stations by providing restroom facilities at operator layovers. Following two citations issued through a State of Washington Labor & Industries (L&I) audit in 2014, Metro established its Comfort Station Policy as part of its mitigation to improve restroom access for its operators, and this investment is consistent with Metro's strategy of "Enabling Employees To Do Top Quality Work". This policy defines acceptable facilities and the maximum distance from the layover. Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available.

## 4. PROJECT BENEFITS/OUTCOMES

The benefit/outcome of this project is a new driver comfort station at this location to support a safe, healthy work environment. It would also support on-time performance and improved customer satisfaction.

## 5. BUDGET REQUEST BASIS

The budget request is based on cost metrics for three comfort station projects that have progressed to construction in 2018.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget to be impacted by additional maintenance for the new comfort station.

## 8. PROJECT STATUS

This standalone project is ongoing from 2017-2018. Property use negotiations are underway with the City of Seattle Parks Department regarding locating a comfort station on park property. Final design, permitting, and construction will commence upon agreement by the City of Seattle Parks Department, which has been prolonged due to challenges in meeting a viable compromise.

## 9. ALTERNATIVES ANALYSIS

Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available. Alternatives that were analyzed included the plan described herein which locates the new comfort station on City of Seattle Parks Department property, and also easement and/or purchase of private property to construct the comfort station, for which no willing property owner was found.

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Comfort Stations do not typically have substantial impacts on Equity and Social Justice Goals but may, given the specific location, provide opportunities for small scale art or community amenities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Priority for facility improvement projects to advance 2020 SCAP goals include:

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC COMFORT ST WESTWOOD 1127864

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC COMFORT ST VASHON 1127880

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 08/10/2026 |
| **Location** | TBD |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/16 - 08/26/22 | $12,485 | $64,490 | $0 | $0 | $76,975 |
| **2 Preliminary Design** 08/27/22 - 08/15/24 | $210,930 | $13,563 | $0 | $0 | $224,493 |
| **3 Final Design** 08/16/24 - 08/15/25 | $190,026 | ($3,361) | $0 | $0 | $186,665 |
| **4 Implementation** 08/16/25 - 08/10/26 | $573,745 | $3,244 | $0 | $38,863 | $615,852 |
| **5 Closeout** 08/11/26 - 10/09/26 | $77,936 | ($77,936) | $0 | $70,074 | $70,074 |
| **6 Acquisition** 08/27/22 - 08/27/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,065,122** | **$0** | **$0** | **$108,937** | **$1,174,059** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $1,079 | $1,079 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $108,937 | $108,937 |
| **Total Revenue** | **$0** | **$0** | **$108,937** | **$108,937** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC COMFORT ST VASHON 1127880

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $38,975 | $5,000 | $33,000 | $0 | $0 | $76,975 |
| 2 Prelim Design | $65,234 | $0 | $21,140 | $138,120 | $0 | $224,493 |
| 3 Final Design | $3,835 | $0 | $0 | $124,328 | $58,502 | $186,665 |
| 4 Implementation | $10,546 | $0 | $0 | $0 | $604,228 | $614,774 |
| 5 Closeout | $0 | $0 | $0 | $0 | $70,074 | $70,074 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$118,590** | **$5,000** | **$54,140** | **$262,447** | **$732,804** | **$1,172,981** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $76,975 | $39,253 | $12,485 | $43,975 |
| 2 Preliminary Design | $0 | $224,493 | $65,584 | $210,930 | $65,234 |
| 3 Final Design | $0 | $186,665 | $3,835 | $190,026 | $3,835 |
| 4 Implementation | $0 | $614,774 | $10,546 | $573,745 | $10,546 |
| 5 Closeout | $0 | $70,074 | $0 | $77,936 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,172,981** | **$119,218** | **$1,065,122** | **$123,590** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($31,490) | $64,490 | $33,000 | $0 |
| 2 Preliminary Design | $145,696 | $13,563 | $21,140 | $138,120 |
| 3 Final Design | $186,191 | ($3,361) | $0 | $182,830 |
| 4 Implementation | $563,199 | $3,244 | $0 | $566,443 |
| 5 Closeout | $77,936 | ($77,936) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$941,532** | **$0** | **$54,140** | **$887,393** |

**NARRATIVES** TDC COMFORT ST VASHON 1127880

## Current Scope

Vashon Island Comfort Station - This project involves siting, design, and construction of a permanent comfort station for Transit operators on Vashon Island.

## 1. PROJECT SCOPE

Vashon Island Comfort Station - This project involves siting, design, and construction of a permanent comfort station for Transit operators on Vashon Island.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC COMFORT ST VASHON 1127880

## 3. PROJECT JUSTIFICATION

There is no permanent restroom facility available for drivers at this location. King County Metro is committed to improving the availability of operator comfort stations by providing restroom facilities at operator layovers. Following a State of Washington Labor & Industries (L&I) audit in 2014, Metro established its Comfort Station Policy as part of its mitigation to improve restroom access for its operators, and is consistent with Metro's strategy of "Enabling Employees To Do Top Quality Work". This policy defines acceptable facilities and the maximum distance from the layover. Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available.

## 4. PROJECT BENEFITS/OUTCOMES

The benefit/outcome of this project is a new driver comfort station at this location to support a safe, healthy work environment. It would also support on-time performance and improved customer satisfaction.

## 5. BUDGET REQUEST BASIS

The budget request is based on cost metrics for three comfort station projects that have progressed to construction in 2018.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget to be impacted by additional maintenance for the new comfort station.

## 8. PROJECT STATUS

This standalone project is ongoing from 2017-2018. A property easement agreement is being negotiated. Final design, permitting and implementation is intended for 2020/2021, with completion and the unit in service in 2022.

## 9. ALTERNATIVES ANALYSIS

Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available. Alternatives that were analyzed included the plan described herein which locates the new comfort station on Fire Department property, and also purchase of private property to construct the comfort station, which was found to be higher cost.

## 10. OTHER AGENCY INVOLVEMENT

The Vashon Island site is owned by Vashon Island Fire and Rescue, and an inter-agency property agreement is in process for the new comfort station.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** TDC COMFORT ST VASHON 1127880

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SBVM REPL AIR COMP 1128294

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 07/18/2021 |
| **Location** | 12100 E Marginal Way S, Tukwila |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/17 - 03/31/17 | $0 | $63,827 | $0 | $0 | $63,827 |
| **2 Preliminary Design** 04/01/17 - 07/29/17 | $0 | $26,305 | $0 | $0 | $26,305 |
| **3 Final Design** 07/30/17 - 12/26/17 | $0 | $310,165 | $0 | $0 | $310,165 |
| **4 Implementation** 12/27/17 - 07/18/21 | $0 | $792,544 | $0 | $0 | $792,544 |
| **5 Closeout** 07/19/21 - 10/16/21 | $0 | $38,760 | $0 | $0 | $38,760 |
| **6 Acquisition** 04/01/17 - 06/29/17 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,231,601** | **$0** | **$0** | **$1,231,601** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,231,601 | $0 | $0 | $1,231,601 |
| **Total Revenue** | **$1,231,601** | **$0** | **$0** | **$1,231,601** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SBVM REPL AIR COMP 1128294

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $63,827 | $0 | $0 | $0 | $0 | $63,827 |
| 2 Prelim Design | $26,305 | $0 | $0 | $0 | $0 | $26,305 |
| 3 Final Design | $310,165 | $0 | $0 | $0 | $0 | $310,165 |
| 4 Implementation | $39,745 | $305,936 | $446,863 | $0 | $0 | $792,544 |
| 5 Closeout | $1,528 | $0 | $37,233 | $0 | $0 | $38,760 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$441,569** | **$305,936** | **$484,096** | **$0** | **$0** | **$1,231,601** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $63,827 | $64,228 | $0 | $63,827 |
| 2 Preliminary Design | $0 | $26,305 | $26,305 | $0 | $26,305 |
| 3 Final Design | $0 | $310,165 | $361,663 | $0 | $310,165 |
| 4 Implementation | $0 | $792,544 | $64,595 | $0 | $345,681 |
| 5 Closeout | $0 | $38,760 | $1,528 | $0 | $1,528 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,231,601** | **$518,319** | **$0** | **$747,506** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($63,827) | $63,827 | $0 | $0 |
| 2 Preliminary Design | ($26,305) | $26,305 | $0 | $0 |
| 3 Final Design | ($310,165) | $310,165 | $0 | $0 |
| 4 Implementation | ($345,681) | $792,544 | $446,863 | $0 |
| 5 Closeout | ($1,528) | $38,760 | $37,233 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($747,506)** | **$1,231,601** | **$484,096** | **$0** |

**NARRATIVES** TDC SBVM REPL AIR COMP 1128294

## Current Scope

South Base Vehicle Maintenance Replacement  Air Compressor - The project objective is to replace the two existing compressors with an efficient compressed air system that will perform as intended for SB' s vehicle maintenance functions.

## 1. PROJECT SCOPE

South Base Vehicle Maintenance Replacement  Air Compressor - The project objective is to replace the two existing compressors with an efficient compressed air system that will perform as intended for SB' s vehicle maintenance functions.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC SBVM REPL AIR COMP 1128294

## 3. PROJECT JUSTIFICATION

At South Base's vehicle maintenance building, two air compressors were evaluated to be in poor condition by the fixed asset conditions assessment team, and documented in the Transit Facilities Need Assessment Report, in 2015._x005F_x000D_
Air compressors are required to run air actuated maintenance tools, tire maintenance, and a dry type fire suppression system. The existing compressor system uses a significant amount of energy in these applications. Past projects have just replaced the equipment in-kind without fully considering operating expense, the compressed air system as a whole, or exploring possible energy savings. The water-cooled compressor was installed in 1979 and operates inefficiently, uses high amounts of electricity, wastes water and requires frequent maintenance. The air-cooled compressor was installed in 2004 and requires hard starts which wastes energy and causes premature wear. Both have issues with high room temperature and inadequate cooling of the equipment. Maintenance records indicate continuing air distribution leaks and increasing level of equipment failures.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

Funding in 2021-2022 will support project implementation through closeout. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. The project was started as a sub-project of 1129629 - TDC EQUIP ASSET MGMT. The project is now being split out into a standalone.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

Project implementation through closeout will occur in 2021-2022.

## 9. ALTERNATIVES ANALYSIS

Alternatives Analysis compared current set up and in-kind replacement air compressor (always on and single unit supporting the tire shop and operations) to On/Off compressor, VFD compressors, and having smaller separate units for the two work areas. Life cycle cost were compared in addition to energy efficiency. right sizing, and ability to accommodate future expansion.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC SBVM REPL AIR COMP 1128294

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce electricity consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The air compressor is one of the most used equipment in Vehicle Maintenance because it powers their tools. Properly working tools allow the VM staff to efficiently support bus operations. Also, well functioning tools contribute to a supportive work environment for staff whose job is to maintain the safety and reliability of Metro buses.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC DSTT EQUIPMENT RELOC (TDC CPS LOW VOLT COMM RELOC) 1128656

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $8,182,888 | ($4,000,222) | $0 | $0 | $4,182,666 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $222 | $0 | $0 | $223 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$8,182,888** | **($4,000,000)** | **$0** | **$0** | **$4,182,888** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC CPS LOW VOLT COMM RELOC 1128656

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $223 | $0 | $0 | $0 | $0 | $223 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$223** | **$0** | **$0** | **$0** | **$0** | **$223** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $3,884,759 | $8,182,888 | $0 |
| 5 Closeout | $0 | $0 | $223 | $0 | $223 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$3,884,982** | **$8,182,888** | **$223** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $8,182,888 | ($4,000,222) | $0 | $4,182,666 |
| 5 Closeout | ($222) | $222 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$8,182,666** | **($4,000,000)** | **$0** | **$4,182,666** |

## NARRATIVES

TDC CPS LOW VOLT COMM RELOC 1128656

### Current Scope

Convention Place Station (CPS) Low Voltage Communication Equipment Relocation - This project involves demolition and relocation of existing Transit Control Center/Communications Room at CPS by the Washington State Convention Center's (WSCC) contractor to facilitate construction sequencing. This project scope involved the relocating of the existing equipment located in the current Communication Room which resides in the cut and cover area at CPS. The systems that are going to be relocated are telephone system, radio and communication system, fire detection, protection, SCADA, security and data systems. All of the new systems will be duplicated and located in prefabricated building to be located inside the Downtown Seattle Transit Tunnel (DSTT). This project is part of a larger body of work at CPS.

### 1. PROJECT SCOPE

Convention Place Station (CPS) Low Voltage Communication Equipment Relocation - This project involves demolition and relocation of existing Transit Control Center/Communications Room at CPS by the Washington State Convention Center's (WSCC) contractor to facilitate construction sequencing. This project scope involved the relocating of the existing equipment located in the current Communication Room which resides in the cut and cover area at CPS. The systems that are going to be relocated are telephone system, radio and communication system, fire detection, protection, SCADA, security and data systems. All of the new systems will be duplicated and located in prefabricated building to be located inside the Downtown Seattle Transit Tunnel (DSTT). This project is part of a larger body of work at CPS.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

# Capital Appropriation Proposal



**NARRATIVES** TDC CPS LOW VOLT COMM RELOC 1128656

## 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC DT LAYOVER DESIGN (TDC DT SEATTLE LAYOVER FAC) 1129343

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $634,810 | ($594,054) | $0 | $0 | $40,756 |
| **3 Final Design** 01/01/20 - 12/31/20 | $510,331 | ($509,521) | $0 | $0 | $810 |
| **4 Implementation** 01/01/20 - 12/31/20 | $866,539 | ($866,410) | $0 | $0 | $129 |
| **5 Closeout** 01/01/20 - 12/31/20 | $30,194 | ($30,194) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $231 | $0 | $0 | $231 |
| **Total Budget** | **$2,041,874** | **($1,999,948)** | **$0** | **$0** | **$41,926** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC DT SEATTLE LAYOVER FAC 1129343

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $40,756 | $0 | $0 | $0 | $0 | $40,756 |
| **3 Final Design** | $810 | $0 | $0 | $0 | $0 | $810 |
| **4 Implementation** | $33 | $0 | $0 | $0 | $0 | $33 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $231 | $0 | $0 | $0 | $0 | $231 |
| **Total Expense** | **$41,831** | **$0** | **$0** | **$0** | **$0** | **$41,831** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $40,851 | $634,810 | $40,756 |
| 3 Final Design | $0 | $0 | $810 | $510,331 | $810 |
| 4 Implementation | $0 | $0 | $33 | $866,539 | $33 |
| 5 Closeout | $0 | $0 | $0 | $30,194 | $0 |
| 6 Acquisition | $0 | $0 | $231 | $0 | $231 |
| **Total** | **$0** | **$0** | **$41,925** | **$2,041,874** | **$41,830** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $594,054 | ($594,054) | $0 | $0 |
| 3 Final Design | $509,521 | ($509,521) | $0 | $0 |
| 4 Implementation | $866,506 | ($866,410) | $0 | $96 |
| 5 Closeout | $30,194 | ($30,194) | $0 | $0 |
| 6 Acquisition | ($231) | $231 | $0 | $0 |
| **Total** | **$2,000,044** | **($1,999,948)** | **$0** | **$96** |

## NARRATIVES

TDC DT SEATTLE LAYOVER FAC 1129343

### Current Scope

Downtown Seattle Layover Facilities - This project includes development of bus layover facilities in the northern downtown area of the City of Seattle, generally in the South Lake Union area, and the southern downtown area of the City of Seattle, generally in the Pioneer Square/International District area.

### 1. PROJECT SCOPE

Downtown Seattle Layover Facilities - This project includes development of bus layover facilities in the northern downtown area of the City of Seattle, generally in the South Lake Union area, and the southern downtown area of the City of Seattle, generally in the Pioneer Square/International District area.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This appropriation has been split into several standalone projects. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC DT SEATTLE LAYOVER FAC 1129343

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NE SEATTLE TRANSF ENV IMP 1129510

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $24,391 | $3,082 | $0 | $0 | $27,473 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $254,540 | ($140,220) | $0 | $0 | $114,320 |
| **3 Final Design** 01/01/20 - 12/31/20 | $442,650 | ($363,888) | $0 | $0 | $78,762 |
| **4 Implementation** 01/01/20 - 12/31/20 | $549,117 | $26,425 | $0 | $0 | $575,542 |
| **5 Closeout** 01/01/20 - 12/31/20 | $44,802 | $1,060 | $0 | $0 | $45,862 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,315,500** | **($473,541)** | **$0** | **$0** | **$841,959** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC NE SEATTLE TRANSF ENV IMP 1129510

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $27,473 | $0 | $0 | $0 | $0 | $27,473 |
| **2 Prelim Design** | $114,320 | $0 | $0 | $0 | $0 | $114,320 |
| **3 Final Design** | $78,762 | $0 | $0 | $0 | $0 | $78,762 |
| **4 Implementation** | $26,425 | $0 | $0 | $0 | $0 | $26,425 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$246,981** | **$0** | **$0** | **$0** | **$0** | **$246,981** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $29,045 | $0 | $27,473 | $24,391 | $27,473 |
| 2 Preliminary Design | $112,049 | $0 | $114,527 | $254,540 | $114,320 |
| 3 Final Design | $199,526 | $0 | $110,818 | $442,650 | $78,762 |
| 4 Implementation | $642,602 | $0 | $51,165 | $549,117 | $26,425 |
| 5 Closeout | $185,034 | $0 | $0 | $44,802 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$1,168,256** | **$0** | **$303,983** | **$1,315,500** | **$246,980** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($3,082) | $3,082 | $0 | $0 |
| 2 Preliminary Design | $140,220 | ($140,220) | $0 | $0 |
| 3 Final Design | $363,888 | ($363,888) | $0 | $0 |
| 4 Implementation | $522,692 | $26,425 | $0 | $549,117 |
| 5 Closeout | $44,802 | $1,060 | $0 | $45,862 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,068,520** | **($473,541)** | **$0** | **$594,979** |

## NARRATIVES

TDC NE SEATTLE TRANSF ENV IMP 1129510

### Current Scope

Northeast Seattle Transfer Environment Improvements - This project will design and construct bus stop improvements identified in the "Work Plan for Improving the Transfer Environment at location impacted by U Link Bus Integration.".

### 1. PROJECT SCOPE

Northeast Seattle Transfer Environment Improvements - This project will design and construct bus stop improvements identified in the "Work Plan for Improving the Transfer Environment at location impacted by U Link Bus Integration.".

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal



**NARRATIVES** TDC NE SEATTLE TRANSF ENV IMP 1129510

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BICYCLE PARKING EXP 1129621

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC BICYCLE PARKING EXP |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $21,454 | $84,739 | $0 | $0 | $106,193 |
| **3 Final Design** 01/01/20 - 12/31/20 | $3,949 | $39,645 | $0 | $0 | $43,594 |
| **4 Implementation** 01/01/20 - 12/31/20 | $575,715 | ($401,103) | $0 | $0 | $174,612 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $1,243 | $0 | $0 | $1,243 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$601,118** | **($275,475)** | **$0** | **$0** | **$325,643** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC BICYCLE PARKING EXP 1129621

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $85,962 | $0 | $0 | $0 | $0 | $85,962 |
| **3 Final Design** | $43,594 | $0 | $0 | $0 | $0 | $43,594 |
| **4 Implementation** | $33,801 | $0 | $0 | $0 | $0 | $33,801 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$163,357** | **$0** | **$0** | **$0** | **$0** | **$163,357** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $86,919 | $21,454 | $85,962 |
| 3 Final Design | $0 | $0 | $65,078 | $3,949 | $43,594 |
| 4 Implementation | $0 | $0 | $33,801 | $575,715 | $33,801 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$185,798** | **$601,118** | **$163,357** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($64,508) | $84,739 | $0 | $20,231 |
| 3 Final Design | ($39,645) | $39,645 | $0 | $0 |
| 4 Implementation | $541,914 | ($401,103) | $0 | $140,811 |
| 5 Closeout | $0 | $1,243 | $0 | $1,243 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$437,761** | **($275,476)** | **$0** | **$162,285** |

## NARRATIVES

TDC BICYCLE PARKING EXP 1129621

### Current Scope

Bicycle Parking Expansion - This program improves and expands bike parking at transit facilities, supporting the access to Transit's vision of Metro's long-range plan, Metro Connects. The project includes design, site prep and permitting, and purchase and installation of equipment. Equipment will include on-demand (electronic access) bike lockers, bike racks and corrals, or other bike parking equipment suited to the site. Site prep may include relocating or removing older equipment.

### 1. PROJECT SCOPE

Bicycle Parking Expansion - This program improves and expands bike parking at transit facilities, supporting the access to Transit's vision of Metro's long-range plan, Metro Connects. The project includes design, site prep and permitting, and purchase and installation of equipment. Equipment will include on-demand (electronic access) bike lockers, bike racks and corrals, or other bike parking equipment suited to the site. Site prep may include relocating or removing older equipment.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been scaled down to align with available funding. This request removes excess budget.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC BICYCLE PARKING EXP 1129621

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC VAN DISTR CENTER PARKING 1129622

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $46,691 | $0 | $0 | $46,691 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $158,800 | $0 | $0 | $158,800 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $134,591 | $0 | $0 | $134,591 |
| **4 Implementation** 01/01/20 - 12/31/20 | $2,375,744 | ($750,007) | $0 | $0 | $1,625,737 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $2,705 | $0 | $0 | $2,705 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,375,744** | **($407,220)** | **$0** | **$0** | **$1,968,524** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC VAN DISTR CENTER PARKING 1129622

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $46,691 | $0 | $0 | $0 | $0 | $46,691 |
| **2 Prelim Design** | $158,800 | $0 | $0 | $0 | $0 | $158,800 |
| **3 Final Design** | $134,591 | $0 | $0 | $0 | $0 | $134,591 |
| **4 Implementation** | $1,143,737 | $0 | $0 | $0 | $0 | $1,143,737 |
| **5 Closeout** | $2,705 | $0 | $0 | $0 | $0 | $2,705 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,486,524** | **$0** | **$0** | **$0** | **$0** | **$1,486,524** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $39,627 | $0 | $46,691 | $0 | $46,691 |
| 2 Preliminary Design | $24,370 | $0 | $162,865 | $0 | $158,800 |
| 3 Final Design | $95,000 | $0 | $134,877 | $0 | $134,591 |
| 4 Implementation | $1,100,000 | $0 | $1,454,539 | $2,375,744 | $1,143,737 |
| 5 Closeout | $40,000 | $0 | $3,616 | $0 | $2,705 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$1,298,997** | **$0** | **$1,802,588** | **$2,375,744** | **$1,486,524** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($46,691) | $46,691 | $0 | $0 |
| 2 Preliminary Design | ($158,800) | $158,800 | $0 | $0 |
| 3 Final Design | ($134,591) | $134,591 | $0 | $0 |
| 4 Implementation | $1,232,007 | ($750,007) | $0 | $482,000 |
| 5 Closeout | ($2,705) | $2,705 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$889,220** | **($407,220)** | **$0** | **$482,000** |

## NARRATIVES

TDC VAN DISTR CENTER PARKING 1129622

### Current Scope

Van Distribution Center Parking - The King County Metro Transit Van Distribution Center (VDC) was constructed in1997 and is located at 18655 N.E. Union Hill Road in Redmond. The VDC is the vehicle distribution facility for King County's commuter van fleet. Program support functions at the VDC include 1) Receipt of new vans; 2) After-market preparation of vans prior to distribution to customers;3) Customer drop-off/pick-up locations for van starts, trades, and folds;4) Preparation of retired vans for sale; and 5) Sales of retired vans. The VDC, as currently utilized, has a 439 van capacity including use of the lot perimeter. This project funds an expansion of 100 parking stalls at the VDC to accommodate growth in the vanpool program. Adding capacity comes from paving land already owned by King County and use allowed by the City of Redmond.

### 1. PROJECT SCOPE

Van Distribution Center Parking - The King County Metro Transit Van Distribution Center (VDC) was constructed in1997 and is located at 18655 N.E. Union Hill Road in Redmond. The VDC is the vehicle distribution facility for King County's commuter van fleet. Program support functions at the VDC include 1) Receipt of new vans; 2) After-market preparation of vans prior to distribution to customers;3) Customer drop-off/pick-up locations for van starts, trades, and folds;4) Preparation of retired vans for sale; and 5) Sales of retired vans. The VDC, as currently utilized, has a 439 van capacity including use of the lot perimeter. This project funds an expansion of 100 parking stalls at the VDC to accommodate growth in the vanpool program. Adding capacity comes from paving land already owned by King County and use allowed by the City of Redmond.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC VAN DISTR CENTER PARKING 1129622

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC INFRASTR ASSET MGMT 1129626

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC INFRASTR ASSET MGMT |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $910,603 | $0 | $0 | $910,603 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $150,000 | $168,815 | $0 | $0 | $318,815 |
| **3 Final Design** 01/01/20 - 12/31/20 | $32,659,848 | ($32,163,751) | $0 | $0 | $496,097 |
| **4 Implementation** 01/01/20 - 12/31/20 | $1,793,709 | $28,198,465 | $0 | $0 | $29,992,174 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $24,586 | $0 | $0 | $24,586 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $789 | $0 | $0 | $789 |
| **Total Budget** | **$34,603,558** | **($2,860,493)** | **$0** | **$0** | **$31,743,064** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC INFRASTR ASSET MGMT 1129626

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $910,303 | $0 | $0 | $0 | $0 | $910,303 |
| **2 Prelim Design** | $318,815 | $0 | $0 | $0 | $0 | $318,815 |
| **3 Final Design** | $496,097 | $0 | $0 | $0 | $0 | $496,097 |
| **4 Implementation** | $29,992,117 | $0 | $0 | $0 | $0 | $29,992,117 |
| **5 Closeout** | $24,586 | $0 | $0 | $0 | $0 | $24,586 |
| **6 Acquisition** | $789 | $0 | $0 | $0 | $0 | $789 |
| **Total Expense** | **$31,742,706** | **$0** | **$0** | **$0** | **$0** | **$31,742,706** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $910,303 | $0 | $910,303 |
| 2 Preliminary Design | $0 | $0 | $318,815 | $150,000 | $318,815 |
| 3 Final Design | $0 | $0 | $496,097 | $32,659,848 | $496,097 |
| 4 Implementation | $0 | $0 | $29,992,117 | $1,793,709 | $29,992,117 |
| 5 Closeout | $0 | $0 | $24,644 | $0 | $24,586 |
| 6 Acquisition | $0 | $0 | $789 | $0 | $789 |
| **Total** | **$0** | **$0** | **$31,742,765** | **$34,603,557** | **$31,742,707** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($910,303) | $910,603 | $0 | $300 |
| 2 Preliminary Design | ($168,815) | $168,815 | $0 | $0 |
| 3 Final Design | $32,163,751 | ($32,163,751) | $0 | $0 |
| 4 Implementation | ($28,198,408) | $28,198,465 | $0 | $57 |
| 5 Closeout | ($24,586) | $24,586 | $0 | $0 |
| 6 Acquisition | ($789) | $789 | $0 | $0 |
| **Total** | **$2,860,850** | **($2,860,493)** | **$0** | **$357** |

## NARRATIVES

TDC INFRASTR ASSET MGMT 1129626

### Current Scope

Infrastructure Asset Management - This program keeps assets in good, safe conditions through timely maintenance and repair and reinvests in assets when conditions and/or age affect its performance reliability. Infrastructure assets are defined as assets that function or operate collectively and/or systematically and can be situated in one or multiple locations. Qualifying targets for sub-projects in this master project are radio transmission sites, electric trolley overhead, diesel and gas fueling systems, bus shelters and security systems, among others.

### 1. PROJECT SCOPE

Infrastructure Asset Management - This program keeps assets in good, safe conditions through timely maintenance and repair and reinvests in assets when conditions and/or age affect its performance reliability. Infrastructure assets are defined as assets that function or operate collectively and/or systematically and can be situated in one or multiple locations. Qualifying targets for sub-projects in this master project are radio transmission sites, electric trolley overhead, diesel and gas fueling systems, bus shelters and security systems, among others.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This appropriation has been split into several standalone projects. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC INFRASTR ASSET MGMT 1129626

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SGR ADMINISTRATION (TDC SGR PROGRAM MGMT) 1129630

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC SGR PROGRAM MGMT |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $848,010 | $95,781 | $0 | $0 | $943,791 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $1,627,071 | ($1,627,071) | $0 | $0 | $0 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $24,213 | $0 | $0 | $24,213 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,475,081** | **($1,507,076)** | **$0** | **$0** | **$968,005** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC SGR PROGRAM MGMT 1129630

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $356,822 | $0 | $0 | $0 | $0 | $356,822 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$356,822** | **$0** | **$0** | **$0** | **$0** | **$356,822** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $689,400 | $848,010 | $356,822 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $1,627,071 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$689,400** | **$2,475,081** | **$356,822** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $491,188 | $95,781 | $0 | $586,969 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,627,071 | ($1,627,071) | $0 | $0 |
| 5 Closeout | $0 | $24,213 | $0 | $24,213 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,118,259** | **($1,507,077)** | **$0** | **$611,182** |

## NARRATIVES

TDC SGR PROGRAM MGMT 1129630

### Current Scope

State of Good Repair (SGR) Program Management - This project includes the planning for programs and projects within the SGR Sub Portfolio, including prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. This project also involves monitoring of projects for progress and changes in scope, schedule, and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complementary manner; and tracking interdependencies and coordinating with projects in other programs. Program management activities will also be responsible for ensuring adequate coordination with Vehicle Maintenance and Operations Divisions internal to Metro to meet their needs and mitigate impacts to operations during design and construction.

### 1. PROJECT SCOPE

State of Good Repair (SGR) Program Management - This project includes the planning for programs and projects within the SGR Sub Portfolio, including prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. This project also involves monitoring of projects for progress and changes in scope, schedule, and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complementary manner; and tracking interdependencies and coordinating with projects in other programs. Program management activities will also be responsible for ensuring adequate coordination with Vehicle Maintenance and Operations Divisions internal to Metro to meet their needs and mitigate impacts to operations during design and construction.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal



**NARRATIVES** TDC SGR PROGRAM MGMT 1129630

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 8TH BASE CONSTRUCTION (TDC SOUTH KING BASE) 1129631

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 7 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $1,195,115 | $719,388 | $0 | $0 | $1,914,503 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $2,000,000 | $0 | $0 | $2,000,000 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $289,217 | $305 | $0 | $0 | $289,522 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $28,921,723 | ($28,725,221) | $0 | $0 | $196,502 |
| **Total Budget** | **$30,406,055** | **($26,005,528)** | **$0** | **$0** | **$4,400,527** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC SOUTH KING BASE 1129631

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $723,802 | $0 | $0 | $0 | $0 | $723,802 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $592,395 | $0 | $0 | $0 | $0 | $592,395 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $196,502 | $0 | $0 | $0 | $0 | $196,502 |
| **Total Expense** | **$1,512,699** | **$0** | **$0** | **$0** | **$0** | **$1,512,699** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $848,681 | $1,195,115 | $723,802 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $649,374 | $289,217 | $592,395 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $227,641 | $28,921,723 | $196,502 |
| **Total** | **$0** | **$0** | **$1,725,696** | **$30,406,055** | **$1,512,699** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $471,313 | $719,388 | $0 | $1,190,701 |
| 2 Preliminary Design | $0 | $2,000,000 | $0 | $2,000,000 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($303,178) | $305 | $0 | ($302,873) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $28,725,221 | ($28,725,221) | $0 | $0 |
| **Total** | **$28,893,356** | **($26,005,528)** | **$0** | **$2,887,828** |

## NARRATIVES TDC SOUTH KING BASE 1129631

### Current Scope

South King Base (formerly known as 8th Base) Contruction - This project will include the search for and purchase of suitable property on which a new bus base can be built as well as planning, pre-design, and design of the new base. The 10-year funding is to prepare Transit to be ready to construct for an opening as early as 2030, pending confirmation of need based upon monitored fleet growth and electric bus integration efforts, thereby enabling Transit to realize the long range plan for service by supplying more long-term base capacity and a fully electric fleet.

### 1. PROJECT SCOPE

South King Base (formerly known as 8th Base) Contruction - This project will include the search for and purchase of suitable property on which a new bus base can be built as well as planning, pre-design, and design of the new base. The 10-year funding is to prepare Transit to be ready to construct for an opening as early as 2030, pending confirmation of need based upon monitored fleet growth and electric bus integration efforts, thereby enabling Transit to realize the long range plan for service by supplying more long-term base capacity and a fully electric fleet.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This request removes excess budget in order to align with Metro's current plans for Operational Capacity Growth and available funding.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC SOUTH KING BASE 1129631

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CCMP 2019 PROGRAM 1129633

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $105 | $0 | $0 | $105 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $137,780 | $218,747 | $0 | $0 | $356,527 |
| **3 Final Design** 01/01/20 - 12/31/20 | $153,861 | $130,954 | $0 | $0 | $284,815 |
| **4 Implementation** 01/01/20 - 12/31/20 | $10,971,038 | ($2,358,770) | $0 | $0 | $8,612,268 |
| **5 Closeout** 01/01/20 - 12/31/20 | $46,632 | ($34,328) | $0 | $0 | $12,304 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$11,309,311** | **($2,043,292)** | **$0** | **$0** | **$9,266,020** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC CCMP 2019 PROGRAM 1129633

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $105 | $0 | $0 | $0 | $0 | $105 |
| **2 Prelim Design** | $356,527 | $0 | $0 | $0 | $0 | $356,527 |
| **3 Final Design** | $284,815 | $0 | $0 | $0 | $0 | $284,815 |
| **4 Implementation** | $533,091 | $0 | $0 | $0 | $0 | $533,091 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,174,538** | **$0** | **$0** | **$0** | **$0** | **$1,174,538** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $6,056 | $0 | $105 |
| 2 Preliminary Design | $0 | $0 | $356,706 | $137,780 | $356,527 |
| 3 Final Design | $0 | $0 | $303,371 | $153,861 | $284,815 |
| 4 Implementation | $0 | $0 | $620,257 | $10,971,038 | $533,091 |
| 5 Closeout | $0 | $0 | $0 | $46,632 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$1,286,390** | **$11,309,311** | **$1,174,538** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($105) | $105 | $0 | $0 |
| 2 Preliminary Design | ($218,747) | $218,747 | $0 | $0 |
| 3 Final Design | ($130,954) | $130,954 | $0 | $0 |
| 4 Implementation | $10,437,947 | ($2,358,770) | $0 | $8,079,177 |
| 5 Closeout | $46,632 | ($34,328) | $0 | $12,304 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$10,134,773** | **($2,043,292)** | **$0** | **$8,091,481** |

## NARRATIVES

TDC CCMP 2019 PROGRAM 1129633

### Current Scope

Center City Mobility Program (CCMP) 2019 - This project plans, designs, and implements a set of multi-modal transportation capital investments, designed to keep people and the economy moving during a period when major public and private construction projects will reduce travel and roadway capacity (2018-2023). The capital investments will be completed by 2019 in order to coincide with the end of joint bus-rail operations in the Downtown Seattle Transit Tunnel. Program elements will be implemented jointly by partner agencies in several broad categories, including: 1) signal improvements on Second and Fourth avenues, including the addition of dedicated vehicular turn signals to separate conflicting pedestrian and vehicular movements, improve safety, and provide corridor efficiencies for transit operations;2) a new transit pathway on Fifth and Sixth avenues to increase transit capacity, speed, and reliability for northbound buses;3) public realm and user experience improvements for commuters, residents, and visitors of downtown Seattle to enhance safety at street crossings, add lighting, and activate public spaces around transit hubs; 4) transit hub improvements including new and improved bus stops and pedestrian wayfinding at key transfer locations throughout downtown Seattle, at the Montlake Triangle, and at the International District/Chinatown Station; and5) other strategies to help urban goods delivery, motorists, and commuters.

### 1. PROJECT SCOPE

Center City Mobility Program (CCMP) 2019 - This project plans, designs, and implements a set of multi-modal transportation capital investments, designed to keep people and the economy moving during a period when major public and private construction projects will reduce travel and roadway capacity (2018-2023). The capital investments will be completed by 2019 in order to coincide with the end of joint bus-rail operations in the Downtown Seattle Transit Tunnel. Program elements will be implemented jointly by partner agencies in several broad categories, including: 1) signal improvements on Second and Fourth avenues, including the addition of dedicated vehicular turn signals to separate conflicting pedestrian and vehicular movements, improve safety, and provide corridor efficiencies for transit operations;2) a new transit pathway on Fifth and Sixth avenues to increase transit capacity, speed, and reliability for northbound buses;3) public realm and user experience improvements for commuters, residents, and visitors of downtown Seattle to enhance safety at street crossings, add lighting, and activate public spaces around transit hubs; 4) transit hub improvements including new and improved bus stops and pedestrian wayfinding at key transfer locations throughout downtown Seattle, at the Montlake Triangle, and at the International District/Chinatown Station; and5) other strategies to help urban goods delivery, motorists, and commuters.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC CCMP 2019 PROGRAM 1129633

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC CCMP 2019 PROGRAM 1129633

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC AB REPL MAINT BLD HVAC (TDC AB VM TM NRV HVAC REPL) 1129634

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/10/2022 |
| **Location** | Atlantic Base VM, TCC, Tire & Millwright Shop, NRV |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 06/01/16 - 08/15/18 | $79,082 | $110,563 | $0 | $0 | $189,645 |
| **2 Preliminary Design** 08/16/18 - 04/10/20 | $476,983 | $488,489 | $0 | $0 | $965,472 |
| **3 Final Design** 04/11/20 - 09/30/21 | $910,659 | $990,598 | $0 | $0 | $1,901,257 |
| **4 Implementation** 05/03/21 - 05/22/23 | $9,012,463 | $7,713,848 | $0 | $0 | $16,726,311 |
| **5 Closeout** 05/23/23 - 09/19/23 | $610,288 | ($545,397) | $0 | $0 | $64,891 |
| **6 Acquisition** 08/16/18 - 08/16/18 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$11,089,475** | **$8,758,100** | **$0** | **$0** | **$19,847,575** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **33118 - FED TRANSIT CAP INVEST** | $8,758,100 | $0 | $0 | $8,758,100 |
| **Total Revenue** | **$8,758,100** | **$0** | **$0** | **$8,758,100** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC AB VM TM NRV HVAC REPL 1129634

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $189,645 | $0 | $0 | $0 | $0 | $189,645 |
| 2 Prelim Design | $515,503 | $449,969 | $0 | $0 | $0 | $965,472 |
| 3 Final Design | $89 | $936,449 | $964,719 | $0 | $0 | $1,901,257 |
| 4 Implementation | $87,889 | $0 | $13,488,214 | $3,150,208 | $0 | $16,726,311 |
| 5 Closeout | $0 | $0 | $0 | $64,891 | $0 | $64,891 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$793,126** | **$1,386,418** | **$14,452,933** | **$3,215,098** | **$0** | **$19,847,575** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $189,645 | $200,610 | $79,082 | $189,645 |
| 2 Preliminary Design | $0 | $965,472 | $905,279 | $476,983 | $965,472 |
| 3 Final Design | $0 | $1,901,257 | $10,229 | $910,659 | $936,538 |
| 4 Implementation | $0 | $16,726,311 | $93,402 | $9,012,463 | $87,889 |
| 5 Closeout | $0 | $64,891 | $0 | $610,288 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$19,847,575** | **$1,209,520** | **$11,089,475** | **$2,179,544** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($110,563) | $110,563 | $0 | $0 |
| 2 Preliminary Design | ($488,489) | $488,489 | $0 | $0 |
| 3 Final Design | ($25,879) | $990,598 | $964,719 | $0 |
| 4 Implementation | $8,924,574 | $7,713,848 | $13,488,214 | $3,150,208 |
| 5 Closeout | $610,288 | ($545,397) | $0 | $64,891 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$8,909,931** | **$8,758,101** | **$14,452,933** | **$3,215,099** |

**NARRATIVES** TDC AB VM TM NRV HVAC REPL 1129634

## Current Scope

Atlantic Base Maintenance Building Heating, Ventilation and Air Conditioning (HVAC) Replacement - This project includes replacement of the Atlantic Base Vehicle Maintenance Building air conditioning and vehicle exhaust system and other central campus HVAC works, including HVAC air handlers and vehicle exhaust system in Non-Revenue Vehicle Building; air handlers, exhaust, and ductwork in Tire and Millwright Shop; and air handler units in Transit Control Center.

## 1. PROJECT SCOPE

Atlantic Base Maintenance Building Heating, Ventilation and Air Conditioning (HVAC) Replacement - This project includes replacement of the Atlantic Base Vehicle Maintenance Building air conditioning and vehicle exhaust system and other central campus HVAC works, including HVAC air handlers and vehicle exhaust system in Non-Revenue Vehicle Building; air handlers, exhaust, and ductwork in Tire and Millwright Shop; and air handler units in Transit Control Center.

# Capital Appropriation Proposal



**NARRATIVES** TDC AB VM TM NRV HVAC REPL 1129634

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an average score of 2.5 on the 5 point Transit Economic Requirements Model. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers. The newly designed solutions will adhere to current energy codes and maintain higher levels of efficiency for the next 20-30 years. In the process of creating a state of good repair and addressing these mechanical systems, the project will also address needed operational programmatic issues as well as improve occupant comfort as is practical.

## 5. BUDGET REQUEST BASIS

The budget request for 2021-2022 will support implementation and closeout of the project. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. The original budget request for this facility involved replacing the existing mechanical system with a Variable Refrigerant Flow (VRF) mechanical system. Through an alternatives analysis, an alternative HVAC system type was selected for a better long term efficiency and operational solution. The current design incorporates a new cooling tower and an electric boiler that was not originally estimated. Additionally, the original project estimate was completed in 2016. The current construction schedule suggests the need to account for current day construction costs. The Seattle construction market has escalated by nearly 20% over the 5 years that will have transpired since the original estimate.

## 6. FUNDING AND REVENUE DISCUSSION

Prior to 2020, only $350K in grant revenue has been booked.

The Atlantic Base Vehicle Maintenance scope is 80% revenue funded with and FTA grant. For remaining locations, Non Revenue Vehicle Building, Tire and Millwright Shop and Transit Control Center, up to80% grant funding is being pursued via a Bus and Bus Facilities grant. Notice of award for the Bus and Bus Facilities grant is anticipated in November 2020.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

Ongoing standard project, in design phase expected implementation in 2021-2023

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

**NARRATIVES** TDC AB VM TM NRV HVAC REPL 1129634

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide a more comfortable environment for front-line employees and engage with stakeholders as system is being installed Construction contract language will include Federally approved ESJ opportunities including but not limited to: mentoring, capacity building, and education/outreach on latest HVAC technology with apprenticeship or student programs.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce natural gas (fossil fuel) and electricity consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ST STATION INTEGRATION 1129636

Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2028 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/28 | $4,386,443 | $820,735 | $2,470,598 | $2,128,885 | $9,806,661 |
| **2 Preliminary Design** 12/31/28 - 12/31/28 | $6,889 | $102,096 | $0 | $0 | $108,985 |
| **3 Final Design** 12/31/28 - 12/31/28 | $7,154 | $57,358 | $0 | $0 | $64,512 |
| **4 Implementation** 12/31/28 - 12/31/28 | $20,422 | $26,995 | $0 | $0 | $47,417 |
| **5 Closeout** 12/31/28 - 12/31/28 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 12/31/28 - 12/31/28 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,420,908** | **$1,007,184** | **$2,470,598** | **$2,128,885** | **$10,027,575** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $10,072 | $24,706 | $21,289 | $56,067 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $73,384 | $1,479,930 | $1,344,518 | $2,897,831 |
| **39793 - CONTRIB SOUND TRANSIT OTHER** | $933,800 | $990,668 | $784,367 | $2,708,836 |
| **Total Revenue** | **$1,007,184** | **$2,470,598** | **$2,128,885** | **$5,606,667** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ST STATION INTEGRATION 1129636

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $1,696,081 | $1,159,065 | $2,352,031 | $2,470,598 | $2,128,885 | $9,806,661 |
| 2 Prelim Design | $108,985 | $0 | $0 | $0 | $0 | $108,985 |
| 3 Final Design | $64,512 | $0 | $0 | $0 | $0 | $64,512 |
| 4 Implementation | $47,417 | $0 | $0 | $0 | $0 | $47,417 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,916,995** | **$1,159,065** | **$2,352,031** | **$2,470,598** | **$2,128,885** | **$10,027,575** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $11,571,118 | $2,482,921 | $4,386,443 | $2,855,147 |
| 2 Preliminary Design | $0 | $108,985 | $108,985 | $6,889 | $108,985 |
| 3 Final Design | $0 | $64,512 | $65,453 | $7,154 | $64,512 |
| 4 Implementation | $0 | $47,417 | $47,417 | $20,422 | $47,417 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,792,032** | **$2,704,776** | **$4,420,908** | **$3,076,061** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1,531,297 | $820,735 | $2,352,031 | $0 |
| 2 Preliminary Design | ($102,096) | $102,096 | $0 | $0 |
| 3 Final Design | ($57,358) | $57,358 | $0 | $0 |
| 4 Implementation | ($26,995) | $26,995 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,344,848** | **$1,007,184** | **$2,352,031** | **$0** |

**NARRATIVES** TDC ST STATION INTEGRATION 1129636

## Current Scope

Sound Transit Station Integration - The scope of this project is King County Metro's coordinated participation in the planning, design, construction, and implementation of Sound Transit's Link (LRT), Sounder (Commuter Rail), and Stride Bus Rapid Transit (BRT) capital projects, which are part of the voter-approved ST2 and ST3 plans. For each Sound Transit capital project, this project seeks to meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts. This includes planning of new light rail, commuter rail, and bus rapid transit stations and other passenger capital facilities in order to prioritize the customer experience and provide for seamless transit integration. As Sound Transit projects complete design and move into construction, this project will develop separate project budgets to design and construct adjacent bus stop (station area) improvements.

# Capital Appropriation Proposal



**NARRATIVES** TDC ST STATION INTEGRATION 1129636

## 1. PROJECT SCOPE

Sound Transit Station Integration - The scope of this project is King County Metro's coordinated participation in the planning, design, construction, and implementation of Sound Transit's Link (LRT), Sounder (Commuter Rail), and Stride Bus Rapid Transit (BRT) capital projects, which are part of the voter-approved ST2 and ST3 plans. For each Sound Transit capital project, this project seeks to meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts. This includes planning of new light rail, commuter rail, and bus rapid transit stations and other passenger capital facilities in order to prioritize the customer experience and provide for seamless transit integration. As Sound Transit projects complete design and move into construction, this project will develop separate project budgets to design and construct adjacent bus stop (station area) improvements.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Sound Transit and King County Metro are committed to delivering investments that achieve the vision of an integrated regional transit network that provides an easy and seamless customer experience. Metro staff must actively participate in the planning, design, and construction phases of Sound Transit's Link, Sounder, and bus rapid transit capital projects in order to deliver these well-designed and seamless connections between services. This is consistent with the Metro Connects vision of an integrated transportation system that connects people to opportunity, protects our environment, and knits together our growing cities.

Following the passage of ST3 by the voters and the adoption of METRO CONNECTS by the King County Council and King County Executive, Sound Transit and King County Metro entered into a System Expansion Transit Integration Agreement("Agreement") in May 2018, which is the mechanism for translating these system-level values and goals into project-level coordination. The Agreement requires Sound Transit and King County Metro to collaborate on the development of standard assumptions, guidance, timing, and improved understanding for roles and responsibilities for the funding, ownership, maintenance, and operations of key operational and passenger-related transit integration elements.

- For 2021, Metro and Sound Transit are operating under Task Order#2 (2020 & 2021)
- For 2022 Metro and Sound Transit will be operating under Task Order#3 (2022 & 2023)

## 4. PROJECT BENEFITS/OUTCOMES

The primary benefit of this program is seamless integration between Sound Transit and Metro Transit's systems, providing improved access and better connections for our customers. By participating in Sound Transit's projects, Metro can also position itself to use Metro capital investments more efficiently.

This project is a critical vehicle for how King County Metro and Sound Transit will work collaboratively together and support positive outcomes for users of the regional transit network. Active and engaged coordination and collaboration between staff at Sound Transit and King County Metro is essential to the success of our individual systems and for achieving our shared vision of a regionally integrated transit network that works seamlessly for our customers. Specific outcomes of this project are laid out in the principles for transit integration in capital project development:

1. Fulfill the promises of the voter-approved ST2 and ST3 plans, the King County Council-adopted Metro Connects vision, and Metro's 10-year capital and services plan to deliver an integrated, seamless regional transit network within available resources
2. Prioritize the customer experience and the long-term community benefit when making investment decisions
3. Meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts based on the planned service opening of the Sound Transit capital project

## 5. BUDGET REQUEST BASIS

The budget request for 2021-2022 is a planning-level estimate for Metro staff participation and consultant support in Sound Transit's capital program, based on 2019 expenditures. For each Sound Transit ST3 or ST2 project, staff time was estimated based on project schedule, including major milestones and deliverables, to aggregate into total estimated full-time staff equivalents that comprise the program's appropriation request.

**NARRATIVES** TDC ST STATION INTEGRATION 1129636

## 6. FUNDING AND REVENUE DISCUSSION

This is a local funds request with additional reimbursement from Sound Transit. A Transit Integration Agreement between King County Metro and Sound Transit was executed on May 18, 2018. Task Orders, as specified by the agreement, establish the scope, schedule, and budget for the services provided by the County over two year periods (e.g. 2018-2019, 2020-2021, 2022-2023, etc.). Per the System Expansion Transit Integration Agreement, Sound Transit will reimburse Metro for staff time (up to 2 FTE) related to capital coordination work. Task Order 2 provides a not to exceed reimbursement of $905,000. Successive task orders assume the same level of reimbursement with 3% inflation/year.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project supports all direct passenger facility/customer experience capital planning as well as partnership capital planning work related to transit integration with Sound Transit. Sufficiently funded, this project should not affect the operating budget. All staff time, with the exception of project coordination activities, is reimbursable per Task Order 2. This means that staff in Mobility supporting this project will be able to charge to capital, not operating.

## 8. PROJECT STATUS

Since the last budget write up, this programmatic capital planning project scope has been expanded to support all stages of Sound Transit capital projects, including planning, design, and construction. As of Q2 2020, here is the status of each Sound Transit project managed by this project:

1. West Seattle and Ballard Link (ST3) – Planning
2. Tacoma Dome Link (ST3) - Planning
3. 522 BRT (ST3) - Planning
4. 405 BRT (ST3) - Planning
5. South Sounder Capacity (ST3) - Planning
6. Sounder Station Access (Kent / Auburn) (ST2) - Design
7. Federal Way Link (ST2) – Design
8. Lynnwood Link (ST2) - Construction
9. 130th St. Infill (ST3) - Design
10. Northgate Link (ST2) – Construction

Metro doesn't produce design concepts or manage the construction of these projects, but rather reviews technical documents and provides input. This is especially true for some of the project delivery methods like design-bid-build, where the contractor can restart project planning with a new concept in the design phase. Other stations, like the Mercer Island Station, have seen radical design changes to the bus program even during the construction phase.

## 9. ALTERNATIVES ANALYSIS

As this program is a partnership with Sound Transit, who is leading the planning, environmental review, and design of ST3 and ST2 capital projects, an alternatives analysis is not part of the scope of this project. With King County Metro as an interagency partner to Sound Transit, the planning, design, and construction of capital projects will continue with or without Metro participation. In the past, when Metro hasn't been engaged in these projects, the result has been suboptimal bus-rail transfer environments.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit sets the timelines for these projects and provides technical documents for review by Metro. Sound Transit and King County Metro have reached an agreement on the provision of Metro staff to participate in ST3 projects and sets a framework for ongoing ST2 participation. Up to full time equivalent staff will be reimbursed by Sound Transit as part of the agreement.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

**NARRATIVES** TDC ST STATION INTEGRATION 1129636

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This capital planning project provides critical support to the ongoing development of the regional transit system that will increase connections between housing, jobs, and critical services. Project outcomes align with land use policies that will bring increased access to jobs, services, and affordable housing options adjacent to transit hubs. These improvements will help facilitate access to valuable community assets including medical centers, community centers, social service facilities, employment and job training centers, and schools.

This project, through the capital planning effort, seeks to removes barriers to transportation access through improving the transit waiting environment and facilitating a more seamless and reliable transfer process. These barriers impact an individual's ability and willingness to use public transit, particularly individuals with disabilities and limited English proficiency.

Additionally, passenger facility and pedestrian access improvements specifically support the Mobility Framework and Need & Speed priorities to 1) Ensure safety by providing shelters and lighting; 2) improve access to mobility options by providing safe, convenient, and accessible transfer environments; and 3) provide integrated mobility services by building new transit hubs and stations that serve multiple agencies and modes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SOUTH BASE EXPANSION 1129642

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $338,500 | ($35,504) | $0 | $0 | $302,996 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $105,153 | ($14,991) | $0 | $0 | $90,162 |
| **3 Final Design** 01/01/20 - 12/31/20 | $300,000 | ($100,062) | $0 | $0 | $199,938 |
| **4 Implementation** 01/01/20 - 12/31/20 | $4,504,934 | ($4,077,194) | $0 | $0 | $427,740 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $26,206,000 | ($4,080,712) | $0 | $0 | $22,125,288 |
| **Total Budget** | **$31,454,587** | **($8,308,464)** | **$0** | **$0** | **$23,146,123** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC SOUTH BASE EXPANSION 1129642

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $229,470 | $0 | $0 | $0 | $0 | $229,470 |
| **2 Prelim Design** | $90,162 | $0 | $0 | $0 | $0 | $90,162 |
| **3 Final Design** | $186,592 | $0 | $0 | $0 | $0 | $186,592 |
| **4 Implementation** | $504,611 | $0 | $0 | $0 | $0 | $504,611 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $22,125,288 | $0 | $0 | $0 | $0 | $22,125,288 |
| **Total Expense** | **$23,136,123** | **$0** | **$0** | **$0** | **$0** | **$23,136,123** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $195,247 | $338,500 | $229,470 |
| **2 Preliminary Design** | $0 | $0 | $90,527 | $105,153 | $90,162 |
| **3 Final Design** | $0 | $0 | $188,102 | $300,000 | $186,592 |
| **4 Implementation** | $0 | $0 | $527,659 | $4,504,934 | $504,611 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $22,121,837 | $26,206,000 | $22,125,288 |
| **Total** | **$0** | **$0** | **$23,123,372** | **$31,454,587** | **$23,136,123** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $109,030 | ($35,504) | $0 | $73,525 |
| **2 Preliminary Design** | $14,991 | ($14,991) | $0 | $0 |
| **3 Final Design** | $113,408 | ($100,062) | $0 | $13,346 |
| **4 Implementation** | $4,000,323 | ($4,077,194) | $0 | ($76,871) |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $4,080,712 | ($4,080,712) | $0 | $0 |
| **Total** | **$8,318,464** | **($8,308,463)** | **$0** | **$10,000** |

## NARRATIVES

TDC SOUTH BASE EXPANSION 1129642

### Current Scope

South Base Expansion - The primary scope is to purchase property and buildings located at 12400 E. Marginal Way S., in Tukwila, Washington. This property is located just south of the South Transit Operating Base. This acquisition will enable Metro to increase bus base capacity and remedy overcrowded conditions of the support functions presently located around South Base. A secondary scope is to relocate various work groups into the acquired building and demolish the training facility for reuse as interim bus parking in order to begin increasing capacity at the Base.

### 1. PROJECT SCOPE

South Base Expansion - The primary scope is to purchase property and buildings located at 12400 E. Marginal Way S., in Tukwila, Washington. This property is located just south of the South Transit Operating Base. This acquisition will enable Metro to increase bus base capacity and remedy overcrowded conditions of the support functions presently located around South Base. A secondary scope is to relocate various work groups into the acquired building and demolish the training facility for reuse as interim bus parking in order to begin increasing capacity at the Base.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project has been split into several standalone projects. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC SOUTH BASE EXPANSION 1129642

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC YESLER WAY ELECTRIFIC 1129643

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $143,460 | ($139,666) | $0 | $0 | $3,794 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $110,949 | ($29,191) | $0 | $0 | $81,758 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $19,544 | $0 | $0 | $0 | $19,544 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$273,953** | **($168,857)** | **$0** | **$0** | **$105,096** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC YESLER WAY ELECTRIFIC 1129643

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $3,794 | $0 | $0 | $0 | $0 | $3,794 |
| **2 Prelim Design** | $81,758 | $0 | $0 | $0 | $0 | $81,758 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $19,544 | $0 | $0 | $0 | $0 | $19,544 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$105,096** | **$0** | **$0** | **$0** | **$0** | **$105,096** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $3,794 | $143,460 | $3,794 |
| 2 Preliminary Design | $0 | $0 | $81,758 | $110,949 | $81,758 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $19,544 | $19,544 | $19,544 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$105,096** | **$273,953** | **$105,096** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $139,666 | ($139,666) | $0 | $0 |
| 2 Preliminary Design | $29,191 | ($29,191) | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$168,857** | **($168,857)** | **$0** | **$0** |

## NARRATIVES

TDC YESLER WAY ELECTRIFIC 1129643

### Current Scope

Yesler Way Electrification - This project included the first two phases of a project that would construct approximately0.6 miles of new trolley overhead wire and support structures along Yesler Way between Third Avenue and8th Avenue, along 8th Avenue between Yesler Way and Fir Street, and along 9th Avenue between Fir Street and Jefferson Street. The work under this appropriation involved the planning and predesign phases required to proceed with the design of the construction of the identified trolley system improvements.

### 1. PROJECT SCOPE

Yesler Way Electrification - This project included the first two phases of a project that would construct approximately0.6 miles of new trolley overhead wire and support structures along Yesler Way between Third Avenue and8th Avenue, along 8th Avenue between Yesler Way and Fir Street, and along 9th Avenue between Fir Street and Jefferson Street. The work under this appropriation involved the planning and predesign phases required to proceed with the design of the construction of the identified trolley system improvements.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC YESLER WAY ELECTRIFIC 1129643

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CNTRL/ATL BASE EXP 1129644

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $1,376,474 | ($862,141) | $0 | $0 | $514,333 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $602,953 | $4,411,524 | $0 | $0 | $5,014,477 |
| **3 Final Design** 01/01/20 - 12/31/20 | $5,095,871 | ($5,069,068) | $0 | $0 | $26,803 |
| **4 Implementation** 01/01/20 - 12/31/20 | $0 | $1,098,607 | $0 | $0 | $1,098,607 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $27,318,175 | ($26,809,060) | $0 | $0 | $509,115 |
| **Total Budget** | **$34,393,473** | **($27,230,138)** | **$0** | **$0** | **$7,163,335** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC CNTRL/ATL BASE EXP 1129644

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $291,135 | $0 | $0 | $0 | $0 | $291,135 |
| **2 Prelim Design** | $14,477 | $0 | $0 | $0 | $0 | $14,477 |
| **3 Final Design** | $26,803 | $0 | $0 | $0 | $0 | $26,803 |
| **4 Implementation** | $1,287,378 | $0 | $0 | $0 | $0 | $1,287,378 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $509,115 | $0 | $0 | $0 | $0 | $509,115 |
| **Total Expense** | **$2,128,908** | **$0** | **$0** | **$0** | **$0** | **$2,128,908** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $508,607 | $1,376,474 | $291,135 |
| 2 Preliminary Design | $0 | $0 | $14,477 | $602,953 | $14,477 |
| 3 Final Design | $0 | $0 | $26,803 | $5,095,871 | $26,803 |
| 4 Implementation | $0 | $0 | $1,100,699 | $0 | $1,287,378 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $521,154 | $27,318,175 | $509,115 |
| **Total** | **$0** | **$0** | **$2,171,740** | **$34,393,473** | **$2,128,908** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1,085,339 | ($862,141) | $0 | $223,198 |
| 2 Preliminary Design | $588,476 | $4,411,524 | $0 | $5,000,000 |
| 3 Final Design | $5,069,068 | ($5,069,068) | $0 | $0 |
| 4 Implementation | ($1,287,378) | $1,098,607 | $0 | ($188,771) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $26,809,060 | ($26,809,060) | $0 | $0 |
| **Total** | **$32,264,565** | **($27,230,138)** | **$0** | **$5,034,427** |

## NARRATIVES

TDC CNTRL/ATL BASE EXP 1129644

### Current Scope

Central Atlantic Base Expansion - This project comprises all the activities that will lead to the purchase and development of additional parcels of land adjacent to the Atlantic/Central Base. The development will include the construction of both interim and long-term facilities to increase base capacity. Purchases or land will extend the base property, thereby enabling Transit to realize the long range plan for service by supplying more base capacity. The properties will enable Transit to implement the2013 Atlantic-Central Base Master Plan, which calls for increasing bus parking and bus maintenance and relocating non-direct base functions that will be displaced.

### 1. PROJECT SCOPE

Central Atlantic Base Expansion - This project comprises all the activities that will lead to the purchase and development of additional parcels of land adjacent to the Atlantic/Central Base. The development will include the construction of both interim and long-term facilities to increase base capacity. Purchases or land will extend the base property, thereby enabling Transit to realize the long range plan for service by supplying more base capacity. The properties will enable Transit to implement the2013 Atlantic-Central Base Master Plan, which calls for increasing bus parking and bus maintenance and relocating non-direct base functions that will be displaced.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This request disappropriates funding in order to align with Metro's current plans for Operational Capacity Growth and available funding.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC CNTRL/ATL BASE EXP 1129644

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ON BUS CAMERA EXP 1129648

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $42,238 | ($15,042) | $0 | $0 | $27,196 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $42,238 | ($42,238) | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $68,927 | ($68,927) | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $7,446,852 | ($2,842,021) | $0 | $0 | $4,604,831 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$7,600,255** | **($2,968,228)** | **$0** | **$0** | **$4,632,027** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC ON BUS CAMERA EXP 1129648

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $27,196 | $0 | $0 | $0 | $0 | $27,196 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,998,122 | $0 | $0 | $0 | $0 | $2,998,122 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,025,318** | **$0** | **$0** | **$0** | **$0** | **$3,025,318** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $27,196 | $42,238 | $27,196 |
| **2 Preliminary Design** | $0 | $0 | $0 | $42,238 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $68,927 | $0 |
| **4 Implementation** | $0 | $0 | $3,771,865 | $7,446,852 | $2,998,122 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$3,799,061** | **$7,600,255** | **$3,025,318** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $15,042 | ($15,042) | $0 | $0 |
| **2 Preliminary Design** | $42,238 | ($42,238) | $0 | $0 |
| **3 Final Design** | $68,927 | ($68,927) | $0 | $0 |
| **4 Implementation** | $4,448,730 | ($2,842,021) | $0 | $1,606,709 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 |
| **Total** | **$4,574,937** | **($2,968,228)** | **$0** | **$1,606,709** |

## NARRATIVES

TDC ON BUS CAMERA EXP 1129648

### Current Scope

On-Bus Camera System - The project equips 100 percent of Metro’s transit coaches with on-board camera systems (OBCS) within as short a timeframe as reasonable. The project scope produces an OBCS Program that includes on-board camera components (cameras, digital video recorder (DVR) with hard-drive storage) and a software management package that allows program administrators, transit police, risk managers and other frequent video users’ to remotely download video and provides automated system health monitoring over a cellular or other type of wireless communication link. The project scope includes implementation of a secure management package that catalogs, tracks, stores, and easily retrieves stored video segments and prepares automated management reports. To equip100 percent of Metro coaches with OBCS requires both the retrofit of some existing buses with camera systems and the acquisition of new coaches with original equipment manufacturer installed OBCS.

### 1. PROJECT SCOPE

On-Bus Camera System - The project equips 100 percent of Metro’s transit coaches with on-board camera systems (OBCS) within as short a timeframe as reasonable. The project scope produces an OBCS Program that includes on-board camera components (cameras, digital video recorder (DVR) with hard-drive storage) and a software management package that allows program administrators, transit police, risk managers and other frequent video users’ to remotely download video and provides automated system health monitoring over a cellular or other type of wireless communication link. The project scope includes implementation of a secure management package that catalogs, tracks, stores, and easily retrieves stored video segments and prepares automated management reports. To equip100 percent of Metro coaches with OBCS requires both the retrofit of some existing buses with camera systems and the acquisition of new coaches with original equipment manufacturer installed OBCS.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC ON BUS CAMERA EXP 1129648

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MC RR EXPANSION 1129747

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC MC RR EXPANSION |
| **Substantial Completion** | 12/31/2028 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/18 - 12/31/28 | $3,946,280 | $2,689,737 | $769,022 | $815,376 | $8,220,415 |
| **2 Preliminary Design** 12/31/28 - 12/31/28 | $1,244,190 | ($741,954) | $0 | $0 | $502,236 |
| **3 Final Design** 12/31/28 - 12/31/28 | $856,049 | ($753,419) | $0 | $0 | $102,630 |
| **4 Implementation** 12/31/28 - 12/31/28 | $135,115 | $78 | $0 | $0 | $135,193 |
| **5 Closeout** 12/31/28 - 12/31/28 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 12/31/28 - 12/31/28 | $465,000 | ($464,889) | $0 | $0 | $111 |
| **Total Budget** | **$6,646,634** | **$729,553** | **$769,022** | **$815,376** | **$8,960,585** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $729,553 | $769,022 | $815,376 | $2,313,951 |
| **Total Revenue** | **$729,553** | **$769,022** | **$815,376** | **$2,313,951** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MC RR EXPANSION 1129747

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $3,508,683 | $2,396,267 | $731,067 | $769,022 | $815,376 | $8,220,415 |
| 2 Prelim Design | $502,236 | $0 | $0 | $0 | $0 | $502,236 |
| 3 Final Design | $102,630 | $0 | $0 | $0 | $0 | $102,630 |
| 4 Implementation | $135,193 | $0 | $0 | $0 | $0 | $135,193 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $111 | $0 | $0 | $0 | $0 | $111 |
| **Total Expense** | **$4,248,853** | **$2,396,267** | **$731,067** | **$769,022** | **$815,376** | **$8,960,585** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $9,087,308 | $3,694,446 | $3,946,280 | $5,904,950 |
| 2 Preliminary Design | $0 | $502,236 | $620,204 | $1,244,190 | $502,236 |
| 3 Final Design | $0 | $102,630 | $373,610 | $856,049 | $102,630 |
| 4 Implementation | $0 | $135,193 | $135,193 | $135,115 | $135,193 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $111 | $111 | $465,000 | $111 |
| **Total** | **$0** | **$9,827,478** | **$4,823,564** | **$6,646,634** | **$6,645,120** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,958,670) | $2,689,737 | $731,067 | $0 |
| 2 Preliminary Design | $741,954 | ($741,954) | $0 | $0 |
| 3 Final Design | $753,419 | ($753,419) | $0 | $0 |
| 4 Implementation | ($78) | $78 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $464,889 | ($464,889) | $0 | $0 |
| **Total** | **$1,514** | **$729,553** | **$731,067** | **$0** |

**NARRATIVES** TDC MC RR EXPANSION 1129747

## Current Scope

Metro Connects RapidRide Expansion - This program is tied to Metro's efforts to expand its RapidRide system and invest in capital initiatives for existing lines. Program activities include developing an overall program delivery plan, updating the branding and kit of parts for RapidRide, and performing preliminary feasibility and scoping studies for candidate RapidRide corridors and improvements studies and partnerships for existing RapidRide lines. Additionally, this budget covers the cost of the expansion program management including staff time.

# Capital Appropriation Proposal



**NARRATIVES** TDC MC RR EXPANSION 1129747

## 1. PROJECT SCOPE

Metro Connects RapidRide Expansion - This program is tied to Metro's efforts to expand its RapidRide system and invest in capital initiatives for existing lines. Program activities include developing an overall program delivery plan, updating the branding and kit of parts for RapidRide, and performing preliminary feasibility and scoping studies for candidate RapidRide corridors and improvements studies and partnerships for existing RapidRide lines. Additionally, this budget covers the cost of the expansion program management including staff time.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project supports Metro's strategic service goals. This project will result in improved service and increased ridership along the corridors and support regional growth.

## 4. PROJECT BENEFITS/OUTCOMES

This project will contribute to the planning, program management and operational readiness of 3 new RapidRide corridors. Historically RapidRide corridors have been a successful way to increase ridership within a corridor area. Previous RapidRide Lines have historically outperformed system growth benchmarks.

## 5. BUDGET REQUEST BASIS

This budget request is required to coordinate planning and management of three of the identified RapidRide projects in the Metro Connects 2025 network. Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. Additionally, this budget is developed to allow for seamless coordination with jurisdictional partners (Seattle) and to work on initiatives that benefit multiple or all RapidRide lines and/or re-investment projects.

## 6. FUNDING AND REVENUE DISCUSSION

This program funds program management, program planning, early project planning, program jurisdictional coordination and reinvestment studies/efforts for existing lines. This work is in support of the individual project budget requests for specific RapidRide project budgets.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This capital project will involve planning for assets which, when implemented, will need to be maintained along the corridor. These future assets include shelters, real time information signs, trash bins and ORCA fare collection equipment.

## 8. PROJECT STATUS

The 2019-2020 biennial budget included a goal of delivering 7 new lines by 2028. After a careful review of financial impacts tied to the COVID-19, agency delivery capacity, available funding for capital, service hour constraints, and partner capacity, the current CIP proposes 3 new lines by 2025. This change in program delivery pacing allows for a responsible rollout of the program that is sustainable over time and works within existing constraints.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

Seattle Department of Transportation (SDOT), Sound Transit, Washington State Department of Transportation (WSDOT), Puget Sound Regional Council (PSRC), Federal Transit Administration (FTA) and other local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program funds capital planning and partnership efforts to assess ESJ impacts and effective ESJ investment across the program.

**NARRATIVES** TDC MC RR EXPANSION 1129747

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project directly supports Goal Area 1 (Transportation and Land Use) in King County's Strategic Climate Action Plan and overall reduction in emissive pollution by promoting transit along these proposed RapidRide corridors. Capital assets built and installed along the corridor will meet King County's Green Building ordinance where required and allowable.

This project will comply with the Green Building Ordinance and advance SCAP Green Building goals by achieving third-party Envision certification Platinum rating and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by providing fast, reliable, integrated mobility services and priority action GHG 2.5.3 Provide sustained and increased transit frequency.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC OB CAMERA MGMT SYSTEM 1129798

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $49,749 | $191,011 | $0 | $0 | $240,760 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $147,812 | ($146,131) | $0 | $0 | $1,681 |
| **3 Final Design** 01/01/20 - 12/31/20 | $83,912 | ($83,912) | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $342,025 | ($213,180) | $0 | $0 | $128,845 |
| **5 Closeout** 01/01/20 - 12/31/20 | $17,280 | ($14,744) | $0 | $0 | $2,536 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$640,778** | **($266,956)** | **$0** | **$0** | **$373,822** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC OB CAMERA MGMT SYSTEM 1129798

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $240,760 | $0 | $0 | $0 | $0 | $240,760 |
| **2 Prelim Design** | $1,681 | $0 | $0 | $0 | $0 | $1,681 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $476 | $0 | $0 | $0 | $0 | $476 |
| **5 Closeout** | $2,536 | $0 | $0 | $0 | $0 | $2,536 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$245,453** | **$0** | **$0** | **$0** | **$0** | **$245,453** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $302,640 | $49,749 | $240,760 |
| 2 Preliminary Design | $0 | $0 | $1,681 | $147,812 | $1,681 |
| 3 Final Design | $0 | $0 | $0 | $83,912 | $0 |
| 4 Implementation | $0 | $0 | $1,564 | $342,025 | $476 |
| 5 Closeout | $0 | $0 | $2,536 | $17,280 | $2,536 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$308,421** | **$640,778** | **$245,453** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($191,011) | $191,011 | $0 | $0 |
| 2 Preliminary Design | $146,131 | ($146,131) | $0 | $0 |
| 3 Final Design | $83,912 | ($83,912) | $0 | $0 |
| 4 Implementation | $341,549 | ($213,180) | $0 | $128,369 |
| 5 Closeout | $14,744 | ($14,744) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$395,325** | **($266,956)** | **$0** | **$128,369** |

## NARRATIVES

TDC OB CAMERA MGMT SYSTEM 1129798

### Current Scope

On Board Camera Management System - This project will implement a new On-Board Camera Management System that will integrate with the existing and any new OBCS. This new system will address short-comings with Metro's current system and processes. This new system will include: 1) Wireless video retrieval. This feature will allow staff to remotely access and download stored video files and will reduce the amount of travel time and manual processing required. 2) File management and storage. This feature will provide automated system reporting and tracking of downloaded video. This will eliminate the dependency upon manual documentation and will improve the process of file recovery. 3) Health status monitoring. The new system will monitor all coaches in the fleet on a daily basis and provide automated OBCS health status reporting. This will identify problems with OBCS on a coach and notify Vehicle Maintenance (VM) immediately when a problem occurs. OBCS health monitoring will eliminate the need for manual preventative maintenance checks, provide VM Electronic Technicians information as to problem improving the efficiency of repairs and increase the percentage of OBCS that are operating correctly.

### 1. PROJECT SCOPE

On Board Camera Management System - This project will implement a new On-Board Camera Management System that will integrate with the existing and any new OBCS. This new system will address short-comings with Metro's current system and processes. This new system will include: 1) Wireless video retrieval. This feature will allow staff to remotely access and download stored video files and will reduce the amount of travel time and manual processing required. 2) File management and storage. This feature will provide automated system reporting and tracking of downloaded video. This will eliminate the dependency upon manual documentation and will improve the process of file recovery. 3) Health status monitoring. The new system will monitor all coaches in the fleet on a daily basis and provide automated OBCS health status reporting. This will identify problems with OBCS on a coach and notify Vehicle Maintenance (VM) immediately when a problem occurs. OBCS health monitoring will eliminate the need for manual preventative maintenance checks, provide VM Electronic Technicians information as to problem improving the efficiency of repairs and increase the percentage of OBCS that are operating correctly.

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC OB CAMERA MGMT SYSTEM 1129798

**3. PROJECT JUSTIFICATION**

**4. PROJECT BENEFITS/OUTCOMES**

**5. BUDGET REQUEST BASIS**

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC VEH TELEMAT FOR COACHES 1129799

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $11,092 | $6,251 | $0 | $0 | $17,343 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $18,120 | ($16,445) | $0 | $0 | $1,675 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $24,923 | $0 | $0 | $24,923 |
| **4 Implementation** 01/01/20 - 12/31/20 | $3,394,383 | ($1,902,660) | $0 | $0 | $1,491,723 |
| **5 Closeout** 01/01/20 - 12/31/20 | $5,222 | ($5,222) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,428,817** | **($1,893,153)** | **$0** | **$0** | **$1,535,664** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC VEH TELEMAT FOR COACHES 1129799

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $17,343 | $0 | $0 | $0 | $0 | $17,343 |
| **2 Prelim Design** | $1,675 | $0 | $0 | $0 | $0 | $1,675 |
| **3 Final Design** | $24,923 | $0 | $0 | $0 | $0 | $24,923 |
| **4 Implementation** | $1,446,306 | $0 | $0 | $0 | $0 | $1,446,306 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,490,247** | **$0** | **$0** | **$0** | **$0** | **$1,490,247** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $17,343 | $11,092 | $17,343 |
| 2 Preliminary Design | $0 | $0 | $1,675 | $18,120 | $1,675 |
| 3 Final Design | $0 | $0 | $24,923 | $0 | $24,923 |
| 4 Implementation | $0 | $0 | $1,491,581 | $3,394,383 | $1,446,306 |
| 5 Closeout | $0 | $0 | $0 | $5,222 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$1,535,522** | **$3,428,817** | **$1,490,247** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($6,251) | $6,251 | $0 | $0 |
| 2 Preliminary Design | $16,445 | ($16,445) | $0 | $0 |
| 3 Final Design | ($24,923) | $24,923 | $0 | $0 |
| 4 Implementation | $1,948,077 | ($1,902,660) | $0 | $45,417 |
| 5 Closeout | $5,222 | ($5,222) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,938,570** | **($1,893,153)** | **$0** | **$45,417** |

## NARRATIVES

TDC VEH TELEMAT FOR COACHES 1129799

### Current Scope

Vehicle Telematics for Coaches - The purpose of this project is to implement a vehicle telematics system on the existing fleet of revenue vehicles (buses) to accurately capture vehicle mileage and other information about the behavioral and mechanical variables affecting fuel efficiency.

### 1. PROJECT SCOPE

Vehicle Telematics for Coaches - The purpose of this project is to implement a vehicle telematics system on the existing fleet of revenue vehicles (buses) to accurately capture vehicle mileage and other information about the behavioral and mechanical variables affecting fuel efficiency.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC VEH TELEMAT FOR COACHES 1129799

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SAFETY & SECURITY SYS 1129800

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $76,847 | ($45,157) | $0 | $0 | $31,690 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $85,405 | $54,429 | $0 | $0 | $139,834 |
| **3 Final Design** 01/01/20 - 12/31/20 | $289,116 | ($94,504) | $0 | $0 | $194,612 |
| **4 Implementation** 01/01/20 - 12/31/20 | $1,663,000 | ($334,610) | $0 | $0 | $1,328,390 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,114,368** | **($419,843)** | **$0** | **$0** | **$1,694,525** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC SAFETY & SECURITY SYS 1129800

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $31,690 | $0 | $0 | $0 | $0 | $31,690 |
| **2 Prelim Design** | $139,834 | $0 | $0 | $0 | $0 | $139,834 |
| **3 Final Design** | $194,612 | $0 | $0 | $0 | $0 | $194,612 |
| **4 Implementation** | $826,950 | $0 | $0 | $0 | $0 | $826,950 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,193,085** | **$0** | **$0** | **$0** | **$0** | **$1,193,085** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $31,690 | $76,847 | $31,690 |
| 2 Preliminary Design | $0 | $0 | $155,891 | $85,405 | $139,834 |
| 3 Final Design | $0 | $0 | $194,612 | $289,116 | $194,612 |
| 4 Implementation | $0 | $0 | $966,353 | $1,663,000 | $826,950 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$1,348,546** | **$2,114,368** | **$1,193,086** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $45,157 | ($45,157) | $0 | $0 |
| 2 Preliminary Design | ($54,429) | $54,429 | $0 | $0 |
| 3 Final Design | $94,504 | ($94,504) | $0 | $0 |
| 4 Implementation | $836,050 | ($334,610) | $0 | $501,440 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$921,282** | **($419,842)** | **$0** | **$501,440** |

## NARRATIVES

TDC SAFETY & SECURITY SYS 1129800

### Current Scope

Safety and Security System - The purpose of this project was to implement a comprehensive safety data system.

### 1. PROJECT SCOPE

Safety and Security System - The purpose of this project was to implement a comprehensive safety data system.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC SAFETY & SECURITY SYS 1129800

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC RADIO MICROWAVE REPL 1129881

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $248,835 | ($248,517) | $0 | $0 | $318 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $2,570,478 | ($104,807) | $0 | $0 | $2,465,671 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $8,246 | $0 | $0 | $8,246 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,819,313** | **($345,078)** | **$0** | **$0** | **$2,474,235** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC RADIO MICROWAVE REPL 1129881

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $318 | $0 | $0 | $0 | $0 | $318 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,424,304 | $0 | $0 | $0 | $0 | $2,424,304 |
| **5 Closeout** | $8,246 | $0 | $0 | $0 | $0 | $8,246 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,432,868** | **$0** | **$0** | **$0** | **$0** | **$2,432,868** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $318 | $248,835 | $318 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $2,424,304 | $2,570,478 | $2,424,304 |
| 5 Closeout | $0 | $0 | $38,328 | $0 | $8,246 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$2,462,950** | **$2,819,313** | **$2,432,868** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $248,517 | ($248,517) | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $146,174 | ($104,807) | $0 | $41,367 |
| 5 Closeout | ($8,246) | $8,246 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$386,445** | **($345,078)** | **$0** | **$41,367** |

## NARRATIVES

TDC RADIO MICROWAVE REPL 1129881

### Current Scope

Radio Microwave Replacement - This project will replace key components in the seven microwave towers that are part of King County Metro's mobile radio infrastructure.

### 1. PROJECT SCOPE

Radio Microwave Replacement - This project will replace key components in the seven microwave towers that are part of King County Metro's mobile radio infrastructure.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC RADIO MICROWAVE REPL 1129881

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC COMFORT STATION 2 SODO 1131378

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/27/2027 |
| **Location** | TBD SODO |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/17 - 06/17/25 | $8,777 | $11,324 | $30,000 | $0 | $50,101 |
| **2 Preliminary Design** 06/18/25 - 12/14/25 | $141,896 | $0 | $0 | $35,891 | $177,787 |
| **3 Final Design** 12/15/25 - 08/31/26 | $0 | $1,910 | $0 | $223,217 | $225,127 |
| **4 Implementation** 09/01/26 - 06/27/27 | $1,507 | $132 | $308 | $847,849 | $849,796 |
| **5 Closeout** 06/28/27 - 08/26/27 | $0 | $0 | $0 | $133,669 | $133,669 |
| **6 Acquisition** 12/29/24 - 06/26/25 | $0 | $0 | $812 | $49,463 | $50,276 |
| **Total Budget** | **$152,180** | **$13,367** | **$31,120** | **$1,290,089** | **$1,486,757** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $132 | $308 | $12,773 | $13,214 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $13,367 | $31,120 | $1,290,089 | $1,334,577 |
| **Total Revenue** | **$13,367** | **$31,120** | **$1,290,089** | **$1,334,577** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC COMFORT STATION 2 SODO 1131378

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $15,101 | $5,000 | $0 | $30,000 | $0 | $50,101 |
| 2 Prelim Design | $33,006 | $0 | $0 | $0 | $144,781 | $177,787 |
| 3 Final Design | $1,910 | $0 | $0 | $0 | $223,217 | $225,127 |
| 4 Implementation | $1,507 | $0 | $0 | $0 | $333,101 | $334,608 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $812 | $49,463 | $50,276 |
| **Total Expense** | **$51,524** | **$5,000** | **$0** | **$30,812** | **$750,562** | **$837,899** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $50,101 | $15,251 | $8,777 | $20,101 |
| 2 Preliminary Design | $0 | $177,787 | $33,006 | $141,896 | $33,006 |
| 3 Final Design | $0 | $225,127 | $1,910 | $0 | $1,910 |
| 4 Implementation | $0 | $836,583 | $1,507 | $1,507 | $1,507 |
| 5 Closeout | $0 | $133,669 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $50,276 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,473,543** | **$51,674** | **$152,180** | **$56,524** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($11,324) | $11,324 | $0 | $0 |
| 2 Preliminary Design | $108,890 | $0 | $0 | $108,890 |
| 3 Final Design | ($1,910) | $1,910 | $0 | $0 |
| 4 Implementation | $0 | $132 | $0 | $132 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$95,656** | **$13,366** | **$0** | **$109,022** |

**NARRATIVES** TDC COMFORT STATION 2 SODO 1131378

## Current Scope

Comfort Station 2 SODO (south of downtown) - This is the second comfort station project in the SODO area. This project involves siting, design, and construction of a second and potentially third permanent comfort station(s) for Transit operators at key layover locations on SODO Busway which is a part of 5th Avenue South, south of Royal Brougham, in downtown Seattle. It is commonly referred to as the E-3 Busway. The project includes lighting and other safety improvements to the walkway from the layover area to the comfort station.

## 1. PROJECT SCOPE

Comfort Station 2 SODO (south of downtown) - This is the second comfort station project in the SODO area. This project involves siting, design, and construction of a second and potentially third permanent comfort station(s) for Transit operators at key layover locations on SODO Busway which is a part of 5th Avenue South, south of Royal Brougham, in downtown Seattle. It is commonly referred to as the E-3 Busway. The project includes lighting and other safety improvements to the walkway from the layover area to the comfort station.

# Capital Appropriation Proposal



**NARRATIVES** TDC COMFORT STATION 2 SODO 1131378

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project supports approximately 20 layover spaces on the SODO busway with the addition of compliant restroom facilities. King County Metro is committed to improving the availability of operator comfort stations by providing restroom facilities at operator layovers. Following a State of Washington Labor & Industries (L&I) audit in 2014, Metro established its Comfort Station Policy as part of its mitigation to improve restroom access for its operators, and is consistent with Metro's strategy of "Enabling Employees To Do Top Quality Work". This policy define acceptable facilities and the maximum distance from the layover. Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available.

## 4. PROJECT BENEFITS/OUTCOMES

The benefit/outcome of this project is a new driver comfort station at this location to support a safe, healthy work environment. Comfort Stations on the SODO E-3 (5th Avenue south of Royal Brougham) busway would provide much needed layover space as well as easily accessible in-service facilities.

## 5. BUDGET REQUEST BASIS

The budget request is based on cost metrics for three comfort station projects that have progressed to construction in 2018.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget to be impacted by additional maintenance for the new comfort station.

## 8. PROJECT STATUS

This standalone project is ongoing from 2017-2018. The project went dormant in 2019 due to Sound Transits announcement of the West Seattle Ballard Link Extension (WSBLE) Project which may impact the location of the SODO busway. Dormancy period is expected until late 2020/early 2021 as the WSBLE alternatives are evaluated and the selection is made, enabling Metro to re-site the location along the adjusted busway.

## 9. ALTERNATIVES ANALYSIS

Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available. Alternatives that were analyzed included the plan described herein and also to cease use of the SODO Busway as a layover location, which was found to not be a viable option.

## 10. OTHER AGENCY INVOLVEMENT

The SODO Busway requires an inter-agency agreement with WSDOT and coordination with Sound Transit.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Comfort Stations do not typically have substantial impacts on Equity and Social Justice Goals but may, given the specific location, provide opportunities for small scale art or community amenities.

**NARRATIVES** TDC COMFORT STATION 2 SODO 1131378

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

This project has identified energy reduction, compact development footprint, and material recycling opportunities. This project will improve energy efficiency consistent with the 2010 Energy Plan, compared to previous Metro comfort station projects. The project anticipates implementing energy efficient heating, ventilation, and water use design for the comfort station. This project has the opportunity to advance Metro's sustainable infrastructure goals.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BB CB LIFT REPL 1131481

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $89,352 | $63,205 | $0 | $0 | $152,557 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $430,775 | $393,041 | $0 | $0 | $823,816 |
| **3 Final Design** 01/01/20 - 12/31/20 | $654,678 | ($540,644) | $0 | $0 | $114,034 |
| **4 Implementation** 01/01/20 - 12/31/20 | $8,971,087 | ($6,002,520) | $0 | $0 | $2,968,567 |
| **5 Closeout** 01/01/20 - 12/31/20 | $1,087,662 | ($1,006,510) | $0 | $0 | $81,152 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$11,233,554** | **($7,093,429)** | **$0** | **$0** | **$4,140,125** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC BB CB LIFT REPL 1131481

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $152,557 | $0 | $0 | $0 | $0 | $152,557 |
| **2 Prelim Design** | $823,816 | $0 | $0 | $0 | $0 | $823,816 |
| **3 Final Design** | $114,034 | $0 | $0 | $0 | $0 | $114,034 |
| **4 Implementation** | $2,468,567 | $0 | $0 | $0 | $0 | $2,468,567 |
| **5 Closeout** | $1,152 | $0 | $0 | $0 | $0 | $1,152 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,560,125** | **$0** | **$0** | **$0** | **$0** | **$3,560,125** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $148,439 | $0 | $152,557 | $89,352 | $152,557 |
| 2 Preliminary Design | $747,476 | $0 | $824,919 | $430,775 | $823,816 |
| 3 Final Design | $280,000 | $0 | $115,307 | $654,678 | $114,034 |
| 4 Implementation | $3,400,000 | $0 | $2,470,173 | $8,971,087 | $2,468,567 |
| 5 Closeout | $20,000 | $0 | $1,241 | $1,087,662 | $1,152 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$4,595,915** | **$0** | **$3,564,197** | **$11,233,554** | **$3,560,126** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($63,205) | $63,205 | $0 | $0 |
| 2 Preliminary Design | ($393,041) | $393,041 | $0 | $0 |
| 3 Final Design | $540,644 | ($540,644) | $0 | $0 |
| 4 Implementation | $6,502,520 | ($6,002,520) | $0 | $500,000 |
| 5 Closeout | $1,086,510 | ($1,006,510) | $0 | $80,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$7,673,428** | **($7,093,428)** | **$0** | **$580,000** |

## NARRATIVES

TDC BB CB LIFT REPL 1131481

### Current Scope

Bellevue Base, Central Base Lift Replacement - Since this project was first proposed, the scope has been revised from custom designed bus lift equipment to the replacement of the existing bus lift equipment with similar pre-manufactured equipment with some enhanced functionality and safety features.

### 1. PROJECT SCOPE

Bellevue Base, Central Base Lift Replacement - Since this project was first proposed, the scope has been revised from custom designed bus lift equipment to the replacement of the existing bus lift equipment with similar pre-manufactured equipment with some enhanced functionality and safety features.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC BB CB LIFT REPL 1131481

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## H LINE (TDC DELRIDGE BURIEN RR (H)) 1132325

MPA Reporting, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 05/18/2021 |
| **Location** | Seattle, White Center, Burien |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 08/30/17 - 11/09/18 | $19,605 | $6,299 | $0 | $0 | $25,904 |
| **2 Preliminary Design** 06/01/18 - 04/08/19 | $2,832,795 | ($201,632) | $0 | $0 | $2,631,163 |
| **3 Final Design** 04/09/19 - 09/21/20 | $4,866,229 | $1,731,193 | $0 | $0 | $6,597,422 |
| **4 Implementation** 09/22/20 - 07/07/22 | $46,415,389 | $6,331,466 | $0 | $0 | $52,746,855 |
| **5 Closeout** 07/08/22 - 01/03/23 | $2,258,060 | ($2,083,665) | $0 | $0 | $174,395 |
| **6 Acquisition** 06/01/18 - 06/01/18 | $798,763 | ($798,083) | $0 | $0 | $680 |
| **Total Budget** | **$57,190,841** | **$4,985,579** | **$0** | **$0** | **$62,176,420** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $49,362 | $0 | $0 | $49,362 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **33436 - WA ST DEPT TRANSPORTATION** | $4,985,579 | $0 | $0 | $4,985,579 |
| **Total Revenue** | **$4,985,579** | **$0** | **$0** | **$4,985,579** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC DELRIDGE BURIEN RR (H) 1132325

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $25,904 | $0 | $0 | $0 | $0 | $25,904 |
| 2 Prelim Design | $2,631,163 | $0 | $0 | $0 | $0 | $2,631,163 |
| 3 Final Design | $3,855,073 | $1,367,402 | $0 | $0 | $0 | $5,222,475 |
| 4 Implementation | $578,496 | $7,780,483 | $44,338,514 | $0 | $0 | $52,697,493 |
| 5 Closeout | $0 | $0 | $171,417 | $2,978 | $0 | $174,395 |
| 6 Acquisition | $680 | $0 | $0 | $0 | $0 | $680 |
| **Total Expense** | **$7,091,317** | **$9,147,885** | **$44,509,931** | **$2,978** | **$0** | **$60,752,110** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $566,246 | $25,904 | $25,904 | $19,605 | $25,904 |
| 2 Preliminary Design | $879,993 | $2,631,163 | $2,881,659 | $2,832,795 | $2,631,163 |
| 3 Final Design | $6,475,137 | $6,597,422 | $4,105,613 | $4,866,229 | $5,222,475 |
| 4 Implementation | $47,067,741 | $52,697,493 | $594,927 | $46,415,389 | $8,358,979 |
| 5 Closeout | $636,441 | $174,395 | $0 | $2,258,060 | $0 |
| 6 Acquisition | $1,559,866 | $680 | $680 | $798,763 | $680 |
| **Total** | **$57,185,424** | **$62,127,057** | **$7,608,783** | **$57,190,841** | **$16,239,201** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($6,299) | $6,299 | $0 | $0 |
| 2 Preliminary Design | $201,632 | ($201,632) | $0 | $0 |
| 3 Final Design | ($356,246) | $1,731,193 | $0 | $1,374,947 |
| 4 Implementation | $38,056,410 | $6,331,466 | $44,338,514 | $49,362 |
| 5 Closeout | $2,258,060 | ($2,083,665) | $171,417 | $2,978 |
| 6 Acquisition | $798,083 | ($798,083) | $0 | $0 |
| **Total** | **$40,951,640** | **$4,985,578** | **$44,509,931** | **$1,427,287** |

**NARRATIVES** TDC DELRIDGE BURIEN RR (H) 1132325

## Current Scope

RapidRide H Line - This project extends from the Burien Transit Center to downtown Seattle via Delridge Way. This project would plan, design, and implement the necessary infrastructure improvements to launch RapidRide service. These infrastructure projects include passenger facilities, roadway, signal, and intelligent transportation system (ITS) improvements, which result in better transit speed and reliability, access to transit projects which reduce barriers for people to reach transit, and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing. This budget does not include vehicles.

# Capital Appropriation Proposal



**NARRATIVES** TDC DELRIDGE BURIEN RR (H) 1132325

## 1. PROJECT SCOPE

RapidRide H Line - This project extends from the Burien Transit Center to downtown Seattle via Delridge Way. This project would plan, design, and implement the necessary infrastructure improvements to launch RapidRide service. These infrastructure projects include passenger facilities, roadway, signal, and intelligent transportation system (ITS) improvements, which result in better transit speed and reliability, access to transit projects which reduce barriers for people to reach transit, and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing. This budget does not include vehicles.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project is part of the METRO CONNECTS RapidRide expansion program. Of the seven new lines by 2027, four will be partially funded and co-led by the City of Seattle, including the Delridge Burien RapidRide H Line. The project will result in improved service and ridership along the corridor and will support regional growth. The Delridge Burien RapidRide H Line was prioritized for implementation based on criteria developed in METRO CONNECTS, including: geographic balance, equity and social justice factors, ridership growth potential, implementation complexity, partnership opportunities and commitments, grant funding opportunities, and high capacity transit network connectivity.

## 4. PROJECT BENEFITS/OUTCOMES

This project will create a new RapidRide corridor. Historically RR corridors have been a successful way to increase ridership within a corridor area. Most of the previous 6 RapidRide lines have increase daily trips by more than 50% within the first few years of operations.

## 5. BUDGET REQUEST BASIS

This budget request is required to complete the identified RapidRide project in the Metro Connects 2025 network. Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. The requested budget will move the project through the Construction phase of project delivery.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded primarily through King County Metro funds. The total spending authority being request is approximately 70% of the METRO CONNECTS cost estimate with approximately 17-20% of the project funds coming from assumed, yet to be identified,

## 7. OPERATING BUDGET AND OTHER IMPACTS

This capital project will create assets which need to be maintained along the corridor. These assets include shelters, real time information signs, trash bins and ORCA fare collection equipment.

## 8. PROJECT STATUS

This project is currently in the predesign stage executed through a consolidated planning and design contract with a consultant. This project is ongoing and through this budget process is being converted to a standalone project.

## 9. ALTERNATIVES ANALYSIS

Alternative analysis is anticipated to be carried out during the planning phase and includes a substantial public engagement element. A preferred alignment will then be approved via the existing King County Council alignment approval process.

## 10. OTHER AGENCY INVOLVEMENT

This project will require the involvement of the cities of Burien and Seattle where work will be conducted for permitting and potentially funding partnership. The METRO CONNECTS proposed 2025 network was discussed both regionally and locally with the impacted jurisdictions. As the project enters the design phase, other agency involvement will significantly increase.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

**NARRATIVES** TDC DELRIDGE BURIEN RR (H) 1132325

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and advance SCAP Green Building goals by achieving third-party Envision certification Platinum rating and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by providing fast, reliable, integrated mobility services and priority action GHG 2.5.3 Provide sustained and increased transit frequency.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## R LINE (TDC RAINIER MT BAKER RR (R)) 1132326

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $62,872 | $0 | $0 | $62,872 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $5,097,090 | ($2,734,742) | $0 | $0 | $2,362,348 |
| **3 Final Design** 01/01/20 - 12/31/20 | $902,210 | ($531,795) | $0 | $0 | $370,415 |
| **4 Implementation** 01/01/20 - 12/31/20 | $52,892,440 | ($50,867,931) | $0 | $0 | $2,024,509 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$58,891,740** | **($54,071,596)** | **$0** | **$0** | **$4,820,145** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** TDC RAINIER MT BAKER RR (R) 1132326

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $62,872 | $0 | $0 | $0 | $0 | $62,872 |
| **2 Prelim Design** | $1,362,348 | $0 | $0 | $0 | $0 | $1,362,348 |
| **3 Final Design** | $370,415 | $0 | $0 | $0 | $0 | $370,415 |
| **4 Implementation** | $824,509 | $0 | $0 | $0 | $0 | $824,509 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,620,145** | **$0** | **$0** | **$0** | **$0** | **$2,620,145** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $36,694 | $0 | $62,872 |
| **2 Preliminary Design** | $0 | $0 | $2,484,337 | $5,097,090 | $1,362,348 |
| **3 Final Design** | $0 | $0 | $177,653 | $902,210 | $370,415 |
| **4 Implementation** | $0 | $0 | $935,326 | $52,892,440 | $824,509 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$3,634,010** | **$58,891,740** | **$2,620,144** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | ($62,872) | $62,872 | $0 | $0 |
| **2 Preliminary Design** | $3,734,742 | ($2,734,742) | $0 | $1,000,000 |
| **3 Final Design** | $531,795 | ($531,795) | $0 | $0 |
| **4 Implementation** | $52,067,931 | ($50,867,931) | $0 | $1,200,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 |
| **Total** | **$56,271,596** | **($54,071,596)** | **$0** | **$2,200,000** |

## NARRATIVES

TDC RAINIER MT BAKER RR (R) 1132326

### Current Scope

Rainier Avenue Mount Baker Downtown RapidRide - This project extends from Mount Baker to downtown Seattle via Rainier Avenue. This project would plan, design, and implement the necessary infrastructure improvements to launch RapidRide service. These infrastructure projects include passenger facilities, roadway, signal, and intelligent transportation system (ITS) improvements, which result in better transit speed and reliability, access to transit projects which reduce barriers for people to reach transit, and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing. This budget does not include vehicles.

### 1. PROJECT SCOPE

Rainier Avenue Mount Baker Downtown RapidRide - This project extends from Mount Baker to downtown Seattle via Rainier Avenue. This project would plan, design, and implement the necessary infrastructure improvements to launch RapidRide service. These infrastructure projects include passenger facilities, roadway, signal, and intelligent transportation system (ITS) improvements, which result in better transit speed and reliability, access to transit projects which reduce barriers for people to reach transit, and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing. This budget does not include vehicles.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

# Capital Appropriation Proposal



**NARRATIVES** TDC RAINIER MT BAKER RR (R) 1132326

## 5. BUDGET REQUEST BASIS

Project defferred. A request to re-appropriate this project may come up in the future if additional funding becomes available.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BASES FALL PROTECTION 1132390

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/30/2022 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 08/12/20 | $86,520 | ($47,464) | $0 | $0 | $39,056 |
| **2 Preliminary Design** 08/13/20 - 03/10/21 | $77,952 | $82,839 | $0 | $0 | $160,791 |
| **3 Final Design** 03/11/21 - 07/08/21 | $84,026 | $188,833 | $0 | $0 | $272,859 |
| **4 Implementation** 07/09/21 - 11/30/22 | $751,502 | $1,110,916 | $0 | $0 | $1,862,418 |
| **5 Closeout** 12/01/22 - 05/29/23 | $0 | $147,325 | $0 | $0 | $147,325 |
| **6 Acquisition** 08/13/20 - 08/13/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,000,000** | **$1,482,449** | **$0** | **$0** | **$2,482,449** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $14,824 | $0 | $0 | $14,824 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,482,449 | $0 | $0 | $1,482,449 |
| **Total Revenue** | **$1,482,449** | **$0** | **$0** | **$1,482,449** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BASES FALL PROTECTION 1132390

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $6,463 | $12,430 | $0 | $0 | $0 | $18,892 |
| 2 Prelim Design | $0 | $107,352 | $53,439 | $0 | $0 | $160,791 |
| 3 Final Design | $0 | $0 | $272,859 | $0 | $0 | $272,859 |
| 4 Implementation | $10,000 | $0 | $1,852,418 | $0 | $0 | $1,862,418 |
| 5 Closeout | $0 | $0 | $24,784 | $122,541 | $0 | $147,325 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$16,463** | **$119,782** | **$2,203,499** | **$122,541** | **$0** | **$2,462,285** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $39,056 | $13,405 | $86,520 | $18,892 |
| 2 Preliminary Design | $0 | $160,791 | $503 | $77,952 | $107,352 |
| 3 Final Design | $0 | $272,859 | $0 | $84,026 | $0 |
| 4 Implementation | $0 | $1,862,418 | $10,000 | $751,502 | $10,000 |
| 5 Closeout | $0 | $147,325 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,482,449** | **$23,908** | **$1,000,000** | **$136,244** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $67,628 | ($47,464) | $0 | $20,164 |
| 2 Preliminary Design | ($29,400) | $82,839 | $53,439 | $0 |
| 3 Final Design | $84,026 | $188,833 | $272,859 | $0 |
| 4 Implementation | $741,502 | $1,110,916 | $1,852,418 | $0 |
| 5 Closeout | $0 | $147,325 | $24,784 | $122,541 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$863,756** | **$1,482,449** | **$2,203,500** | **$142,705** |

**NARRATIVES** TDC BASES FALL PROTECTION 1132390

## Current Scope

Bases Fall Protection - Install fall protection in approximately 32 bays in six bases and facilities for Metro Transit.

## 1. PROJECT SCOPE

Bases Fall Protection - Install fall protection in approximately 32 bays in six bases and facilities for Metro Transit.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC BASES FALL PROTECTION 1132390

## 3. PROJECT JUSTIFICATION

New fleet specifications now have components on bus roof tops. Fleets are being assigned to all bases. There are bays at every base that do_x005F_x000D_
not have fall protection, which is now required to maintain equipment on bus roof tops. Vehicle Maintenance Superintendents have been_x005F_x000D_
surveyed and a preliminary inventory of existing fall protection and needed fall protection has been identified. This is a safety issue and WA_x005F_x000D_
State Labor & Industries requirement.

## 4. PROJECT BENEFITS/OUTCOMES

Fall protection at each base, maximizing functional use of vehicle maintenance bays.

## 5. BUDGET REQUEST BASIS

Cost estimate is based on total project cost for installing fall protection in 12 bays in prior years.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Increased costs for annual certification of inspections are anticipated and are accounted for on the operating side.

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

The alternative of not installing the fall protection would reduce functionality of vehicle maintenance bays at the bases which could impact_x005F_x000D_
our ability to provide Transit service.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

To the degree this project involves construction. This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** TDC BASES FALL PROTECTION 1132390

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MAJOR SPOT IMPR 1133179

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 4, 5, 6, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC MAJOR SPOT IMPR |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Cities of Seattle, Burien, Covington, Kent, SeaTac and Kirkland |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 08/31/18 - 05/11/20 | $122,782 | ($73,945) | $0 | $0 | $48,837 |
| **2 Preliminary Design** 04/25/19 - 09/05/20 | $399,693 | $52,898 | $0 | $0 | $452,591 |
| **3 Final Design** 10/01/19 - 08/10/21 | $307,453 | $438,537 | $0 | $0 | $745,990 |
| **4 Implementation** 10/01/20 - 05/03/22 | $421,567 | $988,715 | $0 | $0 | $1,410,283 |
| **5 Closeout** 05/01/22 - 07/29/22 | $0 | $28,409 | $0 | $0 | $28,409 |
| **6 Acquisition** 05/01/22 - 05/01/22 | $546,364 | ($546,364) | $0 | $0 | $0 |
| **Total Budget** | **$1,797,859** | **$888,251** | **$0** | **$0** | **$2,686,111** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **33436 - WA ST DEPT TRANSPORTATION** | $888,251 | $0 | $0 | $888,251 |
| **Total Revenue** | **$888,251** | **$0** | **$0** | **$888,251** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MAJOR SPOT IMPR 1133179

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $2,216 | $8,060 | $0 | $0 | $0 | $10,276 |
| 2 Prelim Design | $287,253 | $90,627 | $0 | $0 | $0 | $377,880 |
| 3 Final Design | $39,240 | $582,134 | $117,852 | $0 | $0 | $739,226 |
| 4 Implementation | $112,083 | $159,939 | $1,138,260 | $0 | $0 | $1,410,283 |
| 5 Closeout | $0 | $0 | $28,409 | $0 | $0 | $28,409 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$440,792** | **$840,760** | **$1,284,522** | **$0** | **$0** | **$2,566,074** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $48,837 | $2,950 | $122,782 | $10,276 |
| 2 Preliminary Design | $0 | $452,591 | $237,546 | $399,693 | $377,880 |
| 3 Final Design | $0 | $745,990 | $56,688 | $307,453 | $621,374 |
| 4 Implementation | $0 | $1,410,283 | $124,790 | $421,567 | $272,022 |
| 5 Closeout | $0 | $28,409 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $546,364 | $0 |
| **Total** | **$0** | **$2,686,111** | **$421,974** | **$1,797,859** | **$1,281,552** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $112,506 | ($73,945) | $0 | $38,561 |
| 2 Preliminary Design | $21,813 | $52,898 | $0 | $74,711 |
| 3 Final Design | ($313,921) | $438,537 | $117,852 | $6,765 |
| 4 Implementation | $149,545 | $988,715 | $1,138,260 | $0 |
| 5 Closeout | $0 | $28,409 | $28,409 | $0 |
| 6 Acquisition | $546,364 | ($546,364) | $0 | $0 |
| **Total** | **$516,307** | **$888,250** | **$1,284,521** | **$120,037** |

**NARRATIVES** TDC MAJOR SPOT IMPR 1133179

## Current Scope

Major Spot Improvement - This project includes the design and construction of spot improvements to reduce bus delay and increase transit performance at eight identified congested locations. The improvements will yield transit benefits of improved reliability and increased rider throughput at the following eight locations in King County: Howell St (between 9th and Yale Ave), MLK Jr Way S (between Othello St and Myrtle), E Union St & Broadway, Westlake Ave N (between N Mercer St and Harrison St) in Seattle, S188th St & Military Road S and S 188th & I-5 in SeaTac, S 212th St & 64th Ave S to 132nd Ave SW & SE 272nd St in Kent, S 272nd St & Covington Way to S 272nd St & SE Wax Rd in Covington, and NE 124th St & 116th Ave NE in Kirkland.

# Capital Appropriation Proposal



**NARRATIVES** TDC MAJOR SPOT IMPR 1133179

## 1. PROJECT SCOPE

Major Spot Improvement - This project includes the design and construction of spot improvements to reduce bus delay and increase transit performance at eight identified congested locations. The improvements will yield transit benefits of improved reliability and increased rider throughput at the following eight locations in King County: Howell St (between 9th and Yale Ave), MLK Jr Way S (between Othello St and Myrtle), E Union St & Broadway, Westlake Ave N (between N Mercer St and Harrison St) in Seattle, S188th St & Military Road S and S 188th & I-5 in SeaTac, S 212th St & 64th Ave S to 132nd Ave SW & SE 272nd St in Kent, S 272nd St & Covington Way to S 272nd St & SE Wax Rd in Covington, and NE 124th St & 116th Ave NE in Kirkland.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The METRO CONNECTS vision is to increase transit service to King County that is more frequent, reliable, and efficient. Buses that operate on roadways in mixed traffic and can experience delays due to re-entering traffic flow at bus stops, encountering oncoming traffic on narrow arterial streets, and delays at constrained intersections. These delays are typically 20 to 120 seconds in length but can be longer at times. Delays become significant when more service hours are needed to run buses passing through the congested areas. As traffic volumes at these locations increase, delays at these choke points increase, sometimes exponentially. Travel times and schedule reliability can degrade significantly.

Capital Investment in speed and reliability improvements will enhance the quality of transit service, which will attract new riders. Eight congest locations in King County were identified and funded by the WSDOT Regional Mobility Grant. Metro gained support and formed partnerships with the cities of SeaTac, Kent, Covington, and Kirkland, as well as King County Roads and WSDOT, to implement speed and reliability improvements at these locations.

## 4. PROJECT BENEFITS/OUTCOMES

Improve fixed route services through the eight spot locations and strengthen working relationship with Covington, Kent, Kirkland, SeaTac, and Seattle. Transit improvements in the project area also benefit other roadway users.

## 5. BUDGET REQUEST BASIS

The estimated cost to design and implement this project was based on similar project improvements in other areas. The budget request is based on the anticipated grant award from the State. The State grant funding distribution is related to the progress in the 2019-2020 biennium. The cost of the project and the level of effort to implement each spot improvement project depends on support and active involvement of each partner agency.

## 6. FUNDING AND REVENUE DISCUSSION

The project has a secured Regional Mobility Grant funding of $2.0M. Local and non-eligible grant funds come from the Public Transportation Fund, capital sub fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

There is no significant operating budget impact with this project.

## 8. PROJECT STATUS

1. Seattle: Howell St (between 9th Ave and Yale Ave) - Completed March 2019.
2. Seattle: MLK Jr Way S (between S Othello and Myrtle) - SDOT and Metro discussing alternatives for Route 50 bottleneck - in progress
3. Seattle: E Union St & Broadway - Ready to initiate analysis and design tasks; project on schedule for 10% design in 09/2020
4. Seattle: Westlake Ave N (between N Mercer St and Harrison St) - SDOT to enhance signal queue jump operation in progress
5. SeaTac: S 188th St & Military Road S & S 188th St & I-5 - Before and After study is under review
6. Kent: S 212th St & 64th Ave S to 132nd Ave SE & SE 272nd St - Before and After study is under review
7. Covington: S 272nd St & Covington Way SE to S 272nd St & SE Wax Rd - Before and After study is under review
8. Kirkland: NE 124th St & 116th Ave NE - The 30% submittal was submitted March 9, 2020, The SEPA checklist was submitted to the City and is currently under review

**NARRATIVES** TDC MAJOR SPOT IMPR 1133179

## 9. ALTERNATIVES ANALYSIS

The alternative analysis was conducted as part of the traffic analysis and process in getting concurrence and approval from local jurisdictions.

## 10. OTHER AGENCY INVOLVEMENT

Washington Department of Transportation (WSDOT) and the cities of Seattle, Covington, Kent, SeaTac and Kirkland.

## 11. ART ELIGIBILITY

Not Art Eligible, roads, airport runways, sewers and solid waste landfills

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Providing fast, reliable, integrated mobility services is one of the guiding principles of Metro's Equity and Mobility Framework, and increasing speed and reliability is one of the framework recommendations from the Equity Cabinet. Hot spot improvements respond to both mandates and have both localized and system wide benefits.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by providing fast, reliable, integrated mobility services and priority action GHG 2.5.1 Develop corridor prioritization to invest in areas with greatest needs. Partner with local jurisdictions to develop plans for transit corridors that provide safe and reliable transit services.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The project's success highly depends on support and approval of local agency partners and their availability to participate in, review, and approve the proposed improvements. The success of this project is also related to how each agency treats this project with respect to their workload and/or program priorities. Local jurisdictions maintain the ownership and rights of the traffic signal and roadway infrastructure and so must concur on each proposed signal and roadway change before design and construction begins.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CSC FRAME STRAIGHTENER (TDC CSC FRAME RACK) 1133368

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/02/2021 |
| **Location** | Component Supply Center |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 02/12/18 - 05/29/18 | $18,400 | ($2,984) | $0 | $0 | $15,416 |
| **2 Preliminary Design** 05/30/18 - 10/22/18 | $48,970 | ($16,713) | $0 | $0 | $32,257 |
| **3 Final Design** 10/23/18 - 09/29/20 | $64,702 | $69,335 | $0 | $0 | $134,037 |
| **4 Implementation** 09/30/20 - 04/02/21 | $360,787 | $360,209 | $0 | $0 | $720,996 |
| **5 Closeout** 04/03/21 - 05/17/21 | $205,822 | ($149,479) | $0 | $0 | $56,343 |
| **6 Acquisition** 05/30/18 - 08/27/18 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$698,681** | **$260,369** | **$0** | **$0** | **$959,050** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $260,369 | $0 | $0 | $260,369 |
| **Total Revenue** | **$260,369** | **$0** | **$0** | **$260,369** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC CSC FRAME RACK 1133368

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $15,416 | $0 | $0 | $0 | $0 | $15,416 |
| 2 Prelim Design | $32,257 | $0 | $0 | $0 | $0 | $32,257 |
| 3 Final Design | $99,037 | $25,784 | $0 | $0 | $0 | $124,821 |
| 4 Implementation | $102,114 | $307,577 | $311,305 | $0 | $0 | $720,996 |
| 5 Closeout | $0 | $0 | $56,343 | $0 | $0 | $56,343 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$248,825** | **$333,361** | **$367,647** | **$0** | **$0** | **$949,834** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $15,416 | $15,416 | $18,400 | $15,416 |
| 2 Preliminary Design | $0 | $32,257 | $35,473 | $48,970 | $32,257 |
| 3 Final Design | $0 | $134,037 | $134,752 | $64,702 | $124,821 |
| 4 Implementation | $0 | $720,996 | $128,139 | $360,787 | $409,691 |
| 5 Closeout | $0 | $56,343 | $0 | $205,822 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$959,050** | **$313,780** | **$698,681** | **$582,185** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $2,984 | ($2,984) | $0 | $0 |
| 2 Preliminary Design | $16,713 | ($16,713) | $0 | $0 |
| 3 Final Design | ($60,119) | $69,335 | $0 | $9,216 |
| 4 Implementation | ($48,904) | $360,209 | $311,305 | $0 |
| 5 Closeout | $205,822 | ($149,479) | $56,343 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$116,496** | **$260,368** | **$367,648** | **$9,216** |

**NARRATIVES** TDC CSC FRAME RACK 1133368

## Current Scope

Component Supply Center Auto Body Frame Rack Replacement - This project is to plan, design and implement a safe, modern frame rack replacement for repairing bus and non-revenue vehicle (NRV) frames after accidents.

## 1. PROJECT SCOPE

Component Supply Center Auto Body Frame Rack Replacement - This project is to plan, design and implement a safe, modern frame rack replacement for repairing bus and non-revenue vehicle (NRV) frames after accidents.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC CSC FRAME RACK 1133368

## 3. PROJECT JUSTIFICATION

The current auto body frame rack was placed in service in approximately 1979. The frame rack is beyond its useful life, under powered and unreliable for today's business needs. The rack has been "red tagged" by King County Metro Safety indicating the equipment is unsafe to operate.

## 4. PROJECT BENEFITS/OUTCOMES

Efficiently repair revenue buses and non-revenue vehicles damaged in accidents. Repairs may be made quickly and by in-house staff which allows for buses to return to the road quickly. Returning buses to service quickly helps maintain on-time performance and customer satisfaction.

## 5. BUDGET REQUEST BASIS

The budget request is based on the purchase cost and estimated installation of three similar frame racks. The budget request was developed by King County Metro engineering and corroborated by a design consultant.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

The project is ongoing from 2017-2018 and currently in final design.

## 9. ALTERNATIVES ANALYSIS

Alternatives were considered in the Alternatives Analysis phase of the project

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project has no direct impact on ESJ Goals

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** TDC CSC FRAME RACK 1133368

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NORTHGATE TC DEMO 1133920

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/06/2025 |
| **Location** | 10200 1ST AVE NE, SEATTLE 98115: Northgate Transit Center , Park & Ride |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 03/30/24 | $138,835 | ($87,550) | $0 | $0 | $51,285 |
| **2 Preliminary Design** 03/31/24 - 07/28/24 | $265,073 | $174,827 | $0 | $0 | $439,900 |
| **3 Final Design** 07/29/24 - 01/24/25 | $342,478 | ($79,847) | $0 | $0 | $262,631 |
| **4 Implementation** 01/25/25 - 01/19/26 | $1,235,376 | $229,675 | $312,026 | $0 | $1,777,077 |
| **5 Closeout** 01/20/26 - 03/20/26 | $237,105 | ($237,105) | $12,111 | $0 | $12,111 |
| **6 Acquisition** 03/31/24 - 06/28/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,218,867** | **$0** | **$324,138** | **$0** | **$2,543,005** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $324,138 | $0 | $324,138 |
| **Total Revenue** | **$0** | **$324,138** | **$0** | **$324,138** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NORTHGATE TC DEMO 1133920

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $13,330 | $0 | $0 | $37,955 | $0 | $51,285 |
| 2 Prelim Design | $740 | $0 | $0 | $439,160 | $0 | $439,900 |
| 3 Final Design | $96 | $0 | $0 | $226,612 | $35,924 | $262,631 |
| 4 Implementation | $119 | $0 | $0 | $0 | $1,776,958 | $1,777,077 |
| 5 Closeout | $0 | $0 | $0 | $0 | $12,111 | $12,111 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$14,285** | **$0** | **$0** | **$703,728** | **$1,824,992** | **$2,543,005** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $51,285 | $13,828 | $138,835 | $13,330 |
| 2 Preliminary Design | $0 | $439,900 | $740 | $265,073 | $740 |
| 3 Final Design | $0 | $262,631 | $96 | $342,478 | $96 |
| 4 Implementation | $0 | $1,777,077 | $119 | $1,235,376 | $119 |
| 5 Closeout | $0 | $12,111 | $0 | $237,105 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,543,005** | **$14,783** | **$2,218,867** | **$14,285** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $125,506 | ($87,550) | $0 | $37,955 |
| 2 Preliminary Design | $264,333 | $174,827 | $0 | $439,160 |
| 3 Final Design | $342,383 | ($79,847) | $0 | $262,536 |
| 4 Implementation | $1,235,257 | $229,675 | $0 | $1,464,931 |
| 5 Closeout | $237,105 | ($237,105) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,204,584** | **$0** | **$0** | **$2,204,582** |

**NARRATIVES** TDC NORTHGATE TC DEMO 1133920

## Current Scope

Northgate Transit Center Demolition - This project consists of decommissioning and demolition of the existing Northgate Transit Center above-ground structures after bus transit service is relocated to the new integrated Northgate Link light rail station/transit center, forecast to occur in 2021. This project is one of four projects associated with the Northgate Transit Oriented Development (TOD) Program, previously part of a common appropriation.

## 1. PROJECT SCOPE

Northgate Transit Center Demolition - This project consists of decommissioning and demolition of the existing Northgate Transit Center above-ground structures after bus transit service is relocated to the new integrated Northgate Link light rail station/transit center, forecast to occur in 2021. This project is one of four projects associated with the Northgate Transit Oriented Development (TOD) Program, previously part of a common appropriation.

# Capital Appropriation Proposal



**NARRATIVES** TDC NORTHGATE TC DEMO 1133920

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Decommissioning and demolition of the existing Northgate Transit Center is necessary to prevent vandalism, minimize future maintenance costs prior to redevelopment of the property as a transit oriented development, and minimize potential for customer injury as pedestrians walk to and from the park-and-pool to the east and Sound Transit's new Northgate Station/Transit Center to the west.

## 4. PROJECT BENEFITS/OUTCOMES

This project will secure the existing Northgate Transit Center property after bus transit service is relocated to Sound Transit's new Northgate Station/Transit Center.

## 5. BUDGET REQUEST BASIS

This appropriation is requested to continue to prepare to decommission and demolish the existing Northgate Transit Center after bus transit service is relocated to Sound Transit's new Northgate Station/Transit Center. It is based on cost estimates from 10% design. .

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

the demolition of the transit center is currently on hold. The project is anticipated to pick up again following the opening of the Lynnwood Link Extension project in 2024.

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis was concluded in 2012 for the Northgate TOD Program, resulting in this project concept. An alternatives analysis for this project will be performed during the predesign phase to determine the extent of the decommissioning necessary to provide safe and secure property until the property is redeveloped.

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle's Department of Transportation (SDOT) and Department of Planning & Development (DPD), Public Health - Seattle King County (PHSKC), Puget Sound Regional Council (PSRC) and Washington State Department of Transportation (WSDOT).

## 11. ART ELIGIBILITY

Not Art Eligible, project wholly or partially funded by Metro/Metro grant funding but project managed by another jurisdiction or public agency; the managing jurisdiction or agency is responsible for applying their art rules

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project contributes to SCAP targets to support dense, affordable housing near transit (GHG 2.7) and priority actions GHG 2.7.2 develop and implement both a County-wide and Metro-specific, Equitable Transit-Oriented Communities policy and implementation plan and GHG 4.5.1 Metro shall require all County-owned transit oriented development projects to achieve advanced green building certification.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Once this transit center is decommissioned and demolished, the property represents another large TOD opportunity. Demolishing the transit center is a pre-development activity of the second phase of the Northgate TOD.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC NORTHGATE TC DEMO 1133920

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC EL SIGN IN FOR OPRTORS 1134108

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $31,301 | $77,059 | $0 | $0 | $108,360 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $103,952 | ($48,117) | $0 | $0 | $55,835 |
| **4 Implementation** 01/01/20 - 12/31/20 | $612,640 | ($331,388) | $0 | $0 | $281,252 |
| **5 Closeout** 01/01/20 - 12/31/20 | $7,540 | ($7,540) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$755,433** | **($309,986)** | **$0** | **$0** | **$445,447** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** TDC EL SIGN IN FOR OPRTORS 1134108

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $108,360 | $0 | $0 | $0 | $0 | $108,360 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $55,835 | $0 | $0 | $0 | $0 | $55,835 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$164,195** | **$0** | **$0** | **$0** | **$0** | **$164,195** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $116,352 | $31,301 | $108,360 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $252,799 | $103,952 | $55,835 |
| 4 Implementation | $0 | $0 | $4,033 | $612,640 | $0 |
| 5 Closeout | $0 | $0 | $0 | $7,540 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$373,184** | **$755,433** | **$164,195** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($77,059) | $77,059 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $48,117 | ($48,117) | $0 | $0 |
| 4 Implementation | $612,640 | ($331,388) | $0 | $281,252 |
| 5 Closeout | $7,540 | ($7,540) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$591,238** | **($309,986)** | **$0** | **$281,252** |

## NARRATIVES

TDC EL SIGN IN FOR OPRTORS 1134108

### Current Scope

Electronic Sign-In for Operators - This project will implement a badge reader based sign-in/sign-out process to record start and stop times and document overtime for Metro Transit coach, rail, and street car operators as agreed to in a settlement with the U.S. Department of Labo concerning pay practices. The project scope includes provisioning of necessary hardware, software, network infrastructure, and integration to log actual start and end times for operators, using card reader technology and existing King County ID cards. The software will also allow/require entry of reason codes for additional work beyond scheduled hours.

### 1. PROJECT SCOPE

Electronic Sign-In for Operators - This project will implement a badge reader based sign-in/sign-out process to record start and stop times and document overtime for Metro Transit coach, rail, and street car operators as agreed to in a settlement with the U.S. Department of Labo concerning pay practices. The project scope includes provisioning of necessary hardware, software, network infrastructure, and integration to log actual start and end times for operators, using card reader technology and existing King County ID cards. The software will also allow/require entry of reason codes for additional work beyond scheduled hours.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC EL SIGN IN FOR OPRTORS 1134108

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FAREBOX REPL STUDY 1134161

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $356,964 | ($331,281) | $0 | $0 | $25,683 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$356,964** | **($331,281)** | **$0** | **$0** | **$25,683** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC FAREBOX REPL STUDY 1134161

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $25,683 | $0 | $0 | $0 | $0 | $25,683 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$25,683** | **$0** | **$0** | **$0** | **$0** | **$25,683** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $25,683 | $356,964 | $25,683 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$25,683** | **$356,964** | **$25,683** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $331,281 | ($331,281) | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$331,281** | **($331,281)** | **$0** | **$0** |

## NARRATIVES

TDC FAREBOX REPL STUDY 1134161

### Current Scope

Farebox Replacement Study - This planning project is an effort that will develop program recommendations for either replacing the existing fareboxes with new fareboxes or identifying an alternative path forward.

### 1. PROJECT SCOPE

Farebox Replacement Study - This planning project is an effort that will develop program recommendations for either replacing the existing fareboxes with new fareboxes or identifying an alternative path forward.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC FAREBOX REPL STUDY 1134161

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC EASTGATE MOBILITY HUB 1134192

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $130,897 | ($8,682) | $0 | $0 | $122,215 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $237,600 | ($234,537) | $0 | $0 | $3,063 |
| **3 Final Design** 01/01/20 - 12/31/20 | $641,650 | ($582,650) | $0 | $0 | $59,000 |
| **4 Implementation** 01/01/20 - 12/31/20 | $1,990,087 | ($1,958,931) | $0 | $0 | $31,156 |
| **5 Closeout** 01/01/20 - 12/31/20 | $115,347 | ($115,347) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,115,581** | **($2,900,147)** | **$0** | **$0** | **$215,434** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** TDC EASTGATE MOBILITY HUB 1134192

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $92,215 | $0 | $0 | $0 | $0 | $92,215 |
| **2 Prelim Design** | $3,063 | $0 | $0 | $0 | $0 | $3,063 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $31,156 | $0 | $0 | $0 | $0 | $31,156 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$126,434** | **$0** | **$0** | **$0** | **$0** | **$126,434** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $121,056 | $130,897 | $92,215 |
| 2 Preliminary Design | $0 | $0 | $3,063 | $237,600 | $3,063 |
| 3 Final Design | $0 | $0 | $0 | $641,650 | $0 |
| 4 Implementation | $0 | $0 | $31,156 | $1,990,087 | $31,156 |
| 5 Closeout | $0 | $0 | $0 | $115,347 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$155,275** | **$3,115,581** | **$126,434** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $38,682 | ($8,682) | $0 | $30,000 |
| 2 Preliminary Design | $234,537 | ($234,537) | $0 | $0 |
| 3 Final Design | $641,650 | ($582,650) | $0 | $59,000 |
| 4 Implementation | $1,958,931 | ($1,958,931) | $0 | $0 |
| 5 Closeout | $115,347 | ($115,347) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,989,147** | **($2,900,147)** | **$0** | **$89,000** |

## NARRATIVES

TDC EASTGATE MOBILITY HUB 1134192

### Current Scope

Eastgate Mobility Hub - This project includes planning, pre-design, final design, and construction of physical and information technology improvements at Eastgate Park and Ride. Improvements will include bicycle and pedestrian elements, circulation and safety elements, customer wayfinding elements, passenger amenities such as shelters and benches, accommodations for shuttles and other mobility services, and electronic terminals to broadcast real-time arrival information and allow for customer dispatch of mobility options.

### 1. PROJECT SCOPE

Eastgate Mobility Hub - This project includes planning, pre-design, final design, and construction of physical and information technology improvements at Eastgate Park and Ride. Improvements will include bicycle and pedestrian elements, circulation and safety elements, customer wayfinding elements, passenger amenities such as shelters and benches, accommodations for shuttles and other mobility services, and electronic terminals to broadcast real-time arrival information and allow for customer dispatch of mobility options.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC EASTGATE MOBILITY HUB 1134192

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FACILITY IMPR PLANNING 1134193

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC FACILITY IMPR PLANNING |
| **Substantial Completion** | 12/29/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/28/28 | $2,011,733 | $1,835,787 | $2,352,776 | $2,494,979 | $8,695,276 |
| **2 Preliminary Design** 12/29/28 - 04/27/29 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/28/29 - 09/24/29 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 12/29/28 - 12/29/28 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 12/30/28 - 12/30/28 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 12/29/28 - 12/29/28 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,011,733** | **$1,835,787** | **$2,352,776** | **$2,494,979** | **$8,695,276** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,835,787 | $2,352,776 | $2,494,979 | $6,683,543 |
| **Total Revenue** | **$1,835,787** | **$2,352,776** | **$2,494,979** | **$6,683,543** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC FACILITY IMPR PLANNING 1134193

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $501,118 | $1,105,503 | $2,240,900 | $2,352,776 | $2,494,979 | $8,695,276 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$501,118** | **$1,105,503** | **$2,240,900** | **$2,352,776** | **$2,494,979** | **$8,695,276** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $11,337,230 | $896,590 | $2,011,733 | $1,606,621 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,337,230** | **$896,590** | **$2,011,733** | **$1,606,621** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $405,112 | $1,835,787 | $2,240,900 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$405,112** | **$1,835,787** | **$2,240,900** | **$0** |

**NARRATIVES** TDC FACILITY IMPR PLANNING 1134193

## Current Scope

Facility Improvement Planning - This program involves planning and program management for programs and projects within the Facility Improvements Sub Portfolio and involves planning for expansion of facility capacity by building or leasing new facility capacity. Program management activities will be responsible for ensuring adequate coordination with internal end-users in Metro and will include prioritization of projects, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs; monitoring of projects for progress and changes in scope, schedule and budget and adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complementary manner; and tracking interdependencies and coordinating with projects in other programs.

# Capital Appropriation Proposal



**NARRATIVES** TDC FACILITY IMPR PLANNING 1134193

## 1. PROJECT SCOPE

Facility Improvement Planning - This program involves planning and program management for programs and projects within the Facility Improvements Sub Portfolio and involves planning for expansion of facility capacity by building or leasing new facility capacity. Program management activities will be responsible for ensuring adequate coordination with internal end-users in Metro and will include prioritization of projects, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs; monitoring of projects for progress and changes in scope, schedule and budget and adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complementary manner; and tracking interdependencies and coordinating with projects in other programs.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Coordination of these programs is critical to operating facilities that support existing and expansions of service. All activities are devoted to moving capital projects and programs forward expeditiously into design and completion of delivery.

## 4. PROJECT BENEFITS/OUTCOMES

All activities are devoted to moving capital projects and programs forward expeditiously into design and completion of delivery. Benefits include setting projects on a path of steady progress towards completion, identifying and addressing flaws and risks where possible in advance of passing on to a project manager for design. Work done to improve scope and schedule will help define needed staff resources so that projects do not move into design prematurely until resources are available.

## 5. BUDGET REQUEST BASIS

This request is based on staffing in capital planning and program management organization chart responsible for the capital planning and program management duties within the Facility Improvements Sub Portfolio. Modest amount of professional services are estimated to augment staff expertise.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Ten percent of the staffing costs are assumed to be born by the operation budget.

## 8. PROJECT STATUS

Existing Project, carrying into future biennium.

## 9. ALTERNATIVES ANALYSIS

Planning Project - Alternatives are considered in development of projects that originate from the planned conducted by this project.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not have a direct impact to county ESJ goals but does develop/plan efforts that have direct impact.

**NARRATIVES** TDC FACILITY IMPR PLANNING 1134193

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Capital projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC REDMOND LAYOVER 1134196

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $180,292 | $147,802 | $0 | $0 | $328,094 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $63,331 | ($63,331) | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $271,948 | ($271,948) | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$515,571** | **($187,477)** | **$0** | **$0** | **$328,094** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC REDMOND LAYOVER 1134196

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $2,008 | $0 | $0 | $0 | $0 | $2,008 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,008** | **$0** | **$0** | **$0** | **$0** | **$2,008** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $2,056 | $180,292 | $2,008 |
| 2 Preliminary Design | $0 | $0 | $0 | $63,331 | $0 |
| 3 Final Design | $0 | $0 | $0 | $271,948 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$2,056** | **$515,571** | **$2,008** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $178,284 | $147,802 | $0 | $326,086 |
| 2 Preliminary Design | $63,331 | ($63,331) | $0 | $0 |
| 3 Final Design | $271,948 | ($271,948) | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$513,563** | **($187,477)** | **$0** | **$326,086** |

## NARRATIVES

TDC REDMOND LAYOVER 1134196

### Current Scope

Redmond Layover - This project creates off-street layover facilities in conjunction with Transit Oriented Development (TOD) activities occurring at the Redmond Transit Center. Metro is currently partnering with the housing entity carrying out the development to acquire land and develop a concept for off-street layover on the TOD site.

### 1. PROJECT SCOPE

Redmond Layover - This project creates off-street layover facilities in conjunction with Transit Oriented Development (TOD) activities occurring at the Redmond Transit Center. Metro is currently partnering with the housing entity carrying out the development to acquire land and develop a concept for off-street layover on the TOD site.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC REDMOND LAYOVER 1134196

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SAFE ROUTES TO TR INV RR (TDC SAFE ROUTES TO TR INV PR) 1134197

Master Project, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC SAFE ROUTES TO TR INV PR |
| **Substantial Completion** | 12/31/2028 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 12/31/28 | $0 | $332,920 | $160,839 | $170,569 | $664,328 |
| **2 Preliminary Design** 01/01/19 - 01/01/19 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/19 - 01/01/19 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/19 - 12/31/28 | $4,939,489 | $1,190,734 | $2,500,000 | $0 | $8,630,223 |
| **5 Closeout** 01/01/19 - 01/01/19 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/19 - 01/01/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,939,489** | **$1,523,654** | **$2,660,839** | **$170,569** | **$9,294,551** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $15,237 | $26,608 | $1,706 | $43,551 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $721,360 | $1,410,640 | $170,569 | $2,302,569 |
| **33118 - FED TRANSIT CAP INVEST** | $666,142 | $0 | $0 | $666,142 |
| **33436 - WA ST DEPT TRANSPORTATION** | $136,152 | $0 | $0 | $136,152 |
| **36999 - OTHER MISC REVENUE** | $0 | $1,250,199 | $0 | $1,250,199 |
| **Total Revenue** | **$1,523,654** | **$2,660,839** | **$170,569** | **$4,355,062** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SAFE ROUTES TO TR INV PR 1134197

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $103,892 | $75,738 | $153,290 | $160,839 | $170,569 | $664,328 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,181,182 | $2,949,041 | $2,000,000 | $2,500,000 | $0 | $8,630,223 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,285,074** | **$3,024,779** | **$2,153,290** | **$2,660,839** | **$170,569** | **$9,294,551** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $845,710 | $128,285 | $0 | $179,630 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $426 | $0 | $0 |
| 4 Implementation | $0 | $8,630,223 | $1,181,182 | $4,939,489 | $4,130,223 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$9,475,932** | **$1,309,893** | **$4,939,489** | **$4,309,853** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($179,630) | $332,920 | $153,290 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $809,266 | $1,190,734 | $2,000,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$629,636** | **$1,523,654** | **$2,153,290** | **$0** |

**NARRATIVES** TDC SAFE ROUTES TO TR INV PR 1134197

## Current Scope

Safe Routes to Transit Investment - This program works with cities to plan, design, and construct safe pedestrian and bicycle improvements to reach transit services and facilities and to support bike share to connect with transit. Improvements will include sidewalks, bikeways, safe crossings, traffic calming devices, lighting, traffic counters and other methods to enhance safety, comfort, and access. Projects will support RapidRide corridors and other existing and future services. Projects will be on jurisdiction rights-of-way, not Metro owned assets. Most projects will involve pass-through of funds to cities to design and construct improvements.

## 1. PROJECT SCOPE

Safe Routes to Transit Investment - This program works with cities to plan, design, and construct safe pedestrian and bicycle improvements to reach transit services and facilities and to support bike share to connect with transit. Improvements will include sidewalks, bikeways, safe crossings, traffic calming devices, lighting, traffic counters and other methods to enhance safety, comfort, and access. Projects will support RapidRide corridors and other existing and future services. Projects will be on jurisdiction rights-of-way, not Metro owned assets. Most projects will involve pass-through of funds to cities to design and construct improvements.

# Capital Appropriation Proposal



**NARRATIVES** TDC SAFE ROUTES TO TR INV PR 1134197

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Metro's adopted long-range plan, Metro Connects, envisions significant investments in access to transit improvements including sidewalks, bikeways and other treatments to help transit riders reach transit safely and conveniently without dependence on driving. The program targets areas of greatest need. The program uses awarded and anticipated grants in partnership with jurisdictions to design and build improvements. The improved conditions resulting from this program complement Metro and regional transit investments by: attracting people to transit; increasing ridership; reducing demand for car parking spaces. The use of the improved facilities reduces vehicle trips and local congestion, which assists transit speed and reliability, and reduces greenhouse gas (GHG) emissions and contributes to public health through active transportation.

## 4. PROJECT BENEFITS/OUTCOMES

The program's safe access improvements will attract more riders, reduce pedestrian & bike crashes and risks, help manage auto demand at over-crowded Park & Rides, help manage demand for bike racks on buses, reduce localized congestion and emissions by shifting riders from driving to transit. Program will benefit jurisdictions by helping them fund these improvements as part of their CIPs and transportation master plans, filling gaps in sidewalk and bike networks and installing other safety treatments near transit.

## 5. BUDGET REQUEST BASIS

This request is based on existing grants, anticipated grants, funds from this CIP program allocated to agency priorities, and a post-2024 allocation to enable more opportunities to work with cities and match future grants.

## 6. FUNDING AND REVENUE DISCUSSION

In addition to appropriated King County funds, this project is supported by federal and state grants, both awarded and anticipated. Some grants have begun spending. For 2021-24 grant revenue totals $3,447,392, not including match. Details are shown on the Revenue Estimate sheet.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Not intended to use operating budget.

## 8. PROJECT STATUS

Program formally began in 2019-20 CIP after prior success using grants to work with cities to build improvements. Projects identified in this budget continue current grant-funded work (e.g. SW100th St, P&R Efficiency & Access grant projects) and projects identified for local funds under the Need + Speed priorities (e.g. Renton-Kent-Auburn and Skyway). Future budget funds are identified to use anticipated grants and for local funds to develop a continuing process to distribute funds where must needed.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

City partners, King County Roads and WSDOT for use of their rights-of-way, Sound Transit for coordination with their Station Access planning.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The program prioritizes improvements in areas where needs are greatest, such as South King County. The program supports the ESJ Strategic Plan's Transportation and Mobility agenda item #2 Investments in community partnerships, "Partner with local jurisdictions as they plan for “complete streets”—their community’s transit, bike and walk plans—with a particular focus on those who may rely on public transit or don’t have access to cars."

**NARRATIVES** TDC SAFE ROUTES TO TR INV PR 1134197

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CB BODY TO VM CONVERT 1134199

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $6,930 | $0 | $0 | $6,930 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $521,838 | ($500,786) | $0 | $0 | $21,052 |
| **4 Implementation** 01/01/20 - 12/31/20 | $6,896,385 | ($6,789,220) | $0 | $0 | $107,165 |
| **5 Closeout** 01/01/20 - 12/31/20 | $316,924 | ($316,924) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$7,735,147** | **($7,600,000)** | **$0** | **$0** | **$135,147** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** TDC CB BODY TO VM CONVERT 1134199

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,930 | $0 | $0 | $0 | $0 | $1,930 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $21,052 | $0 | $0 | $0 | $0 | $21,052 |
| **4 Implementation** | $76,586 | $0 | $0 | $0 | $0 | $76,586 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$99,568** | **$0** | **$0** | **$0** | **$0** | **$99,568** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $5,935 | $0 | $1,930 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $21,052 | $521,838 | $21,052 |
| 4 Implementation | $0 | $0 | $76,586 | $6,896,385 | $76,586 |
| 5 Closeout | $0 | $0 | $0 | $316,924 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$103,573** | **$7,735,147** | **$99,568** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,930) | $6,930 | $0 | $5,000 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $500,786 | ($500,786) | $0 | $0 |
| 4 Implementation | $6,819,799 | ($6,789,220) | $0 | $30,579 |
| 5 Closeout | $316,924 | ($316,924) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$7,635,579** | **($7,600,000)** | **$0** | **$35,579** |

## NARRATIVES

TDC CB BODY TO VM CONVERT 1134199

### Current Scope

Central Base Body Shop to Vehicle Maintenance Conversion - This project involves the conversion of the Central Base body shop bays to vehicle maintenance bays and includes addition of mobile column lifts and required electrical infrastructure for lifts, addition of vehicle exhaust systems, lighting enhancements necessary for vehicle repair, addition of fall protection, additional of hose reels and fluid dispensing systems, and increase in lockers and cabinetry to support increased staff counts.

### 1. PROJECT SCOPE

Central Base Body Shop to Vehicle Maintenance Conversion - This project involves the conversion of the Central Base body shop bays to vehicle maintenance bays and includes addition of mobile column lifts and required electrical infrastructure for lifts, addition of vehicle exhaust systems, lighting enhancements necessary for vehicle repair, addition of fall protection, additional of hose reels and fluid dispensing systems, and increase in lockers and cabinetry to support increased staff counts.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC CB BODY TO VM CONVERT 1134199

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CC BODY SHOP WELL CNTR 1134200

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $524,991 | ($508,938) | $0 | $0 | $16,053 |
| **3 Final Design** 01/01/20 - 12/31/20 | $2,314,346 | ($2,314,346) | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $28,393 | $583 | $0 | $0 | $28,976 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,867,730** | **($2,822,701)** | **$0** | **$0** | **$45,029** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** TDC CC BODY SHOP WELL CNTR 1134200

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $16,023 | $0 | $0 | $0 | $0 | $16,023 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $28,976 | $0 | $0 | $0 | $0 | $28,976 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$44,999** | **$0** | **$0** | **$0** | **$0** | **$44,999** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $16,052 | $524,991 | $16,023 |
| 3 Final Design | $0 | $0 | $0 | $2,314,346 | $0 |
| 4 Implementation | $0 | $0 | $28,976 | $28,393 | $28,976 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$45,028** | **$2,867,730** | **$44,999** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $508,968 | ($508,938) | $0 | $30 |
| 3 Final Design | $2,314,346 | ($2,314,346) | $0 | $0 |
| 4 Implementation | ($583) | $583 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,822,731** | **($2,822,701)** | **$0** | **$30** |

## NARRATIVES

TDC CC BODY SHOP WELL CNTR 1134200

### Current Scope

Central Campus Body Shop and Wellness Center - This project includes the construction of a four-bay body shop as well as an attached complex to support the administrative staff work areas, break space, and locker/shower/restroom facilities for the body shop personnel. The administrative side will also incorporate the permanent location for the Central Campus Wellness Center, as well as expansion of the Emergency Operations Control Center and the Security Monitoring Center, which are currently housed in the adjacent Transit Control Center and Central Parking Garage, respectively.

### 1. PROJECT SCOPE

Central Campus Body Shop and Wellness Center - This project includes the construction of a four-bay body shop as well as an attached complex to support the administrative staff work areas, break space, and locker/shower/restroom facilities for the body shop personnel. The administrative side will also incorporate the permanent location for the Central Campus Wellness Center, as well as expansion of the Emergency Operations Control Center and the Security Monitoring Center, which are currently housed in the adjacent Transit Control Center and Central Parking Garage, respectively.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC CC BODY SHOP WELL CNTR 1134200

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC COMFORT STATION KENT 1134201

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 5 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | Kent Rail Station |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $27,800 | ($27,800) | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $78,406 | ($78,406) | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $1,062 | $0 | $0 | $0 | $1,062 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$107,268** | **($106,206)** | **$0** | **$0** | **$1,062** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC COMFORT STATION KENT 1134201

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $27,000 | $0 | $0 | $27,000 |
| **2 Prelim Design** | $0 | $0 | $10,746 | $134,455 | $0 | $145,201 |
| **3 Final Design** | $0 | $0 | $0 | $372,463 | $0 | $372,463 |
| **4 Implementation** | $1,062 | $0 | $0 | $644,380 | $281,516 | $926,958 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $241,904 | $241,904 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,062** | **$0** | **$37,746** | **$1,151,299** | **$523,420** | **$1,713,527** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $27,000 | $0 | $27,800 | $0 |
| 2 Preliminary Design | $0 | $145,201 | $0 | $78,406 | $0 |
| 3 Final Design | $0 | $372,463 | $0 | $0 | $0 |
| 4 Implementation | $0 | $926,958 | $1,062 | $1,062 | $1,062 |
| 5 Closeout | $0 | $241,904 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,713,527** | **$1,062** | **$107,268** | **$1,062** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $27,800 | ($27,800) | $27,000 | ($27,000) |
| 2 Preliminary Design | $78,406 | ($78,406) | $10,746 | ($10,746) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$106,206** | **($106,206)** | **$37,746** | **($37,746)** |

## NARRATIVES

TDC COMFORT STATION KENT 1134201

### Current Scope

Kent Comfort Station Kent - This project involves siting, design, and construction of one or two permanent comfort stations for Transit operators at a Kent Station layover area. There is one permanent restroom facility available for drivers at this high capacity rail and bus station. Project may be executed via partnership with Sound Transit or may develop as King County exclusive design/construction.

### 1. PROJECT SCOPE

Kent Comfort Station Kent - This project involves siting, design, and construction of one or two permanent comfort stations for Transit operators at a Kent Station layover area. There is one permanent restroom facility available for drivers at this high capacity rail and bus station. Project may be executed via partnership with Sound Transit or may develop as King County exclusive design/construction.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

One restroom serves 356 layovers per weekday and 324-weekend layovers resulting in lines for restroom use, and delays for in-service and the departures of operators scheduled for a break. King County Metro is committed to improving the availability of operator comfort stations by providing restroom facilities at operator layovers. Following a State of Washington Labor & Industries (L&I) audit in 2014, Metro established its Comfort Station Policy as part of its mitigation to improve restroom access for its operators, and is consistent with Metro's strategy of "Enabling Employees To Do Top Quality Work". This policy defines acceptable facilities and the maximum distance from the layover. Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available.

# Capital Appropriation Proposal



**NARRATIVES** TDC COMFORT STATION KENT 1134201

## 4. PROJECT BENEFITS/OUTCOMES

The benefit/outcome of this project is at minimum, one new driver comfort station at this location to support a safe, healthy work environment. This project may support up to two comfort stations at the Kent Rail Station, greatly reducing operator use lines which allows buses to return to service quickly. These benefits contribute to on-time performance and improved customer satisfaction.

## 5. BUDGET REQUEST BASIS

This project is no longer needed. The asset that would have been created by this project will now be created via a partnership with Sound Transit (ST) as part of the ST Link Integration program.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget to be impacted by additional maintenance for the new comfort station.

## 8. PROJECT STATUS

Existing - Coordination with Sound Transit is underway to develop project scope/responsibilities.

## 9. ALTERNATIVES ANALYSIS

Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit and City of Kent's participation is anticipated at this Kent Rail Station location.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Comfort Stations do not typically have substantial impacts on Equity and Social Justice Goals but may, given the specific location, provide opportunities for small scale art or community amenities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

This project has identified energy reduction, compact development footprint, and material recycling opportunities. This project will improve energy efficiency consistent with the 2010 Energy Plan, compared to previous Metro comfort station projects. The project anticipates implementing energy efficient heating, ventilation, and water use design for the comfort station. This project has the opportunity to advance Metro's sustainable infrastructure goals.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC COMFORT STATION KENT 1134201

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC COMFORT ST FUTURE #1 LBC 1134203

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $29,989 | ($29,810) | $0 | $0 | $179 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $125,484 | ($125,484) | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $169,796 | ($169,796) | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $586,358 | ($553,161) | $0 | $0 | $33,197 |
| **5 Closeout** 01/01/20 - 12/31/20 | $221,749 | ($221,749) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,133,376** | **($1,100,000)** | **$0** | **$0** | **$33,376** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC COMFORT ST FUTURE #1 LBC 1134203

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $70 | $0 | $0 | $0 | $0 | $70 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $11,222 | $0 | $0 | $0 | $0 | $11,222 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$11,292** | **$0** | **$0** | **$0** | **$0** | **$11,292** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $178 | $29,989 | $70 |
| 2 Preliminary Design | $0 | $0 | $0 | $125,484 | $0 |
| 3 Final Design | $0 | $0 | $0 | $169,796 | $0 |
| 4 Implementation | $0 | $0 | $11,222 | $586,358 | $11,222 |
| 5 Closeout | $0 | $0 | $0 | $221,749 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$11,400** | **$1,133,376** | **$11,292** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $29,919 | ($29,810) | $0 | $109 |
| 2 Preliminary Design | $125,484 | ($125,484) | $0 | $0 |
| 3 Final Design | $169,796 | ($169,796) | $0 | $0 |
| 4 Implementation | $575,136 | ($553,161) | $0 | $21,975 |
| 5 Closeout | $221,749 | ($221,749) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,122,084** | **($1,100,000)** | **$0** | **$22,084** |

## NARRATIVES

TDC COMFORT ST FUTURE #1 LBC 1134203

### Current Scope

Future #1 Living Building Challenge (LBC) Comfort Station - For this project, Metro Transit participated in an eco-charrette with the International Living Futures Institute. This resulted in a recommendation that a comfort station project pursue the highest level Living Building Challenge Certification. Following the alternatives analysis, this project will involve siting, design, and construction of a permanent comfort station at a to-be-determined location.

### 1. PROJECT SCOPE

Future #1 Living Building Challenge (LBC) Comfort Station - For this project, Metro Transit participated in an eco-charrette with the International Living Futures Institute. This resulted in a recommendation that a comfort station project pursue the highest level Living Building Challenge Certification. Following the alternatives analysis, this project will involve siting, design, and construction of a permanent comfort station at a to-be-determined location.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC COMFORT ST FUTURE #1 LBC 1134203

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC COMFORT ST SLU ALOHA ST 1134205

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 07/09/2025 |
| **Location** | South Lake Union Aloha St |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 06/29/23 | $0 | $0 | $28,489 | $0 | $28,489 |
| **2 Preliminary Design** 06/30/23 - 03/20/24 | $0 | $0 | $151,990 | $0 | $151,990 |
| **3 Final Design** 03/21/24 - 12/30/24 | $0 | $0 | $232,517 | $0 | $232,517 |
| **4 Implementation** 12/31/24 - 11/01/25 | $0 | $0 | $727,509 | $0 | $727,509 |
| **5 Closeout** 11/02/25 - 12/31/25 | $0 | $0 | $183,940 | $0 | $183,940 |
| **6 Acquisition** 06/30/23 - 06/30/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,324,446** | **$0** | **$1,324,446** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $13,113 | $0 | $13,113 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,324,446 | $0 | $1,324,446 |
| **Total Revenue** | **$0** | **$1,324,446** | **$0** | **$1,324,446** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC COMFORT ST SLU ALOHA ST 1134205

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $28,489 | $0 | $28,489 |
| 2 Prelim Design | $0 | $0 | $0 | $151,990 | $0 | $151,990 |
| 3 Final Design | $0 | $0 | $0 | $232,517 | $0 | $232,517 |
| 4 Implementation | $0 | $0 | $0 | $2,262 | $712,134 | $714,396 |
| 5 Closeout | $0 | $0 | $0 | $0 | $183,940 | $183,940 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$415,258** | **$896,075** | **$1,311,332** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $28,489 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $151,990 | $0 | $0 | $0 |
| 3 Final Design | $0 | $232,517 | $0 | $0 | $0 |
| 4 Implementation | $0 | $714,396 | $0 | $0 | $0 |
| 5 Closeout | $0 | $183,940 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,311,332** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC COMFORT ST SLU ALOHA ST 1134205

## Current Scope

South Lake Union Aloha Street Comfort Station - This project involves the siting, designing, and constructing of a permanent comfort station for Transit operators at the South Lake Union Aloha Street layover area.

## 1. PROJECT SCOPE

South Lake Union Aloha Street Comfort Station - This project involves the siting, designing, and constructing of a permanent comfort station for Transit operators at the South Lake Union Aloha Street layover area.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC COMFORT ST SLU ALOHA ST 1134205

## 3. PROJECT JUSTIFICATION

King County Metro is committed to improving the availability of operator comfort stations by providing restroom facilities at operator layovers. Following two citations issued through a State of Washington Labor & Industries (L&I) audit in 2014, Metro established its Comfort Station Policy as part of its mitigation to improve restroom access for its operators. This policy defines acceptable facilities and the maximum distance from the layover. Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available. There is no permanent restroom facility available for drivers at this location.

## 4. PROJECT BENEFITS/OUTCOMES

The benefit/outcome of this project is a new driver comfort station at this location to support a safe, healthy work environment. It would also support on-time performance and improved customer satisfaction.

## 5. BUDGET REQUEST BASIS

The budget request is based on cost metrics for three comfort station projects that have progressed to construction in 2018.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget to be impacted by additional maintenance for the new comfort station. The annual budget for maintenance of a comfort station is approximately $30,000.

## 8. PROJECT STATUS

Existing, Project has not initiated yet and should initiate in 2021

## 9. ALTERNATIVES ANALYSIS

Permanent, constructed facilities are planned only when other alternatives, like use agreements with commercial establishments, are not available. Alternatives that were analyzed included the plan described herein which locates the new comfort station on Fire Department property, and also purchase of private property to construct the comfort station, which was found to be higher cost.

## 10. OTHER AGENCY INVOLVEMENT

Some coordination with the City of Seattle Department of Transportation (SDOT) is anticipated.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Comfort Stations do not typically have substantial impacts on Equity and Social Justice Goals but may, given the specific location, provide opportunities for small scale art or community amenities.

**NARRATIVES** TDC COMFORT ST SLU ALOHA ST 1134205

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

This project has identified energy reduction, compact development footprint, and material recycling opportunities. This project will improve energy efficiency consistent with the 2010 Energy Plan, compared to previous Metro comfort station projects. The project anticipates implementing energy efficient heating, ventilation, and water use design for the comfort station. This project has the opportunity to advance Metro's sustainable infrastructure goals.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC DT SEATTLE LF EASTLAKE 1134206

MPA Reporting, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 08/10/2021 |
| **Location** | Eastlake |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 11/12/15 - 11/02/17 | $0 | $312 | $0 | $0 | $312 |
| **2 Preliminary Design** 11/03/17 - 04/26/19 | $1,359,279 | ($209,809) | $0 | $0 | $1,149,470 |
| **3 Final Design** 04/27/19 - 09/23/20 | $2,247,441 | $713,542 | $0 | $0 | $2,960,983 |
| **4 Implementation** 09/24/20 - 12/31/21 | $14,113,550 | $325,060 | $0 | $0 | $14,438,610 |
| **5 Closeout** 01/01/22 - 06/29/22 | $504,878 | ($417,957) | $0 | $0 | $86,921 |
| **6 Acquisition** 11/03/17 - 01/31/18 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$18,225,148** | **$411,148** | **$0** | **$0** | **$18,636,296** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $4,071 | $0 | $0 | $4,071 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **33436 - WA ST DEPT TRANSPORTATION** | $411,148 | $0 | $0 | $411,148 |
| **Total Revenue** | **$411,148** | **$0** | **$0** | **$411,148** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC DT SEATTLE LF EASTLAKE 1134206

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $312 | $0 | $0 | $0 | $0 | $312 |
| 2 Prelim Design | $1,149,470 | $0 | $0 | $0 | $0 | $1,149,470 |
| 3 Final Design | $2,036,382 | $924,601 | $0 | $0 | $0 | $2,960,983 |
| 4 Implementation | $388,023 | $2,996,413 | $11,050,103 | $0 | $0 | $14,434,539 |
| 5 Closeout | $0 | $0 | $86,921 | $0 | $0 | $86,921 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,574,187** | **$3,921,015** | **$11,137,024** | **$0** | **$0** | **$18,632,225** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $889,000 | $312 | $312 | $0 | $312 |
| 2 Preliminary Design | $746,799 | $1,149,470 | $1,149,470 | $1,359,279 | $1,149,470 |
| 3 Final Design | $2,721,461 | $2,960,983 | $2,957,061 | $2,247,441 | $2,960,983 |
| 4 Implementation | $13,638,662 | $14,434,539 | $388,588 | $14,113,550 | $3,384,436 |
| 5 Closeout | $199,049 | $86,921 | $0 | $504,878 | $0 |
| 6 Acquisition | $10,000 | $0 | $0 | $0 | $0 |
| **Total** | **$18,204,971** | **$18,632,225** | **$4,495,431** | **$18,225,148** | **$7,495,201** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($312) | $312 | $0 | $0 |
| 2 Preliminary Design | $209,809 | ($209,809) | $0 | $0 |
| 3 Final Design | ($713,542) | $713,542 | $0 | $0 |
| 4 Implementation | $10,729,114 | $325,060 | $11,050,103 | $4,071 |
| 5 Closeout | $504,878 | ($417,957) | $86,921 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$10,729,947** | **$411,148** | **$11,137,024** | **$4,071** |

**NARRATIVES** TDC DT SEATTLE LF EASTLAKE 1134206

## Current Scope

Downtown Seattle Layover Facility - This project is to design and construct an Eastlake site as a long-term bus layover facility located along the east side of Eastlake Ave E within the Washington State Department of Transportation (WSDOT) right-of-way (ROW), between Harrison street and Roy street. This project includes the following major elements: 1) approximately six 60-foot bus layover parking spaces within WSDOT I-5 ROW; 2) approximately six 60-foot bus layover parking spaces in approximately 740 linear feet of bus layover parking space northbound within Eastlake Ave E ROW; 3) roadway and intersection modifications as necessary to support the efficient operation of the facility, including modification to existing traffic signals at two intersections and installation of a new traffic signal system at one additional intersection; and 4) a comfort station/operations support building for transit operators, first-line supervisors, transit police, facilities maintenance staff, etc., forecast to include four water closets, a service quality office, Metro Transit operator break space, custodial closet, and service quality storage space.

# Capital Appropriation Proposal



**NARRATIVES** TDC DT SEATTLE LF EASTLAKE 1134206

## 1. PROJECT SCOPE

Downtown Seattle Layover Facility - This project is to design and construct an Eastlake site as a long-term bus layover facility located along the east side of Eastlake Ave E within the Washington State Department of Transportation (WSDOT) right-of-way (ROW), between Harrison street and Roy street. This project includes the following major elements: 1) approximately six 60-foot bus layover parking spaces within WSDOT I-5 ROW; 2) approximately six 60-foot bus layover parking spaces in approximately 740 linear feet of bus layover parking space northbound within Eastlake Ave E ROW; 3) roadway and intersection modifications as necessary to support the efficient operation of the facility, including modification to existing traffic signals at two intersections and installation of a new traffic signal system at one additional intersection; and 4) a comfort station/operations support building for transit operators, first-line supervisors, transit police, facilities maintenance staff, etc., forecast to include four water closets, a service quality office, Metro Transit operator break space, custodial closet, and service quality storage space.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Bus layover is an essential component of transit service. Time spent in layover enables operators to rest between trips and provides a schedule buffer so new trips may begin on time. Historically, bus layover in the downtown Seattle area has been accommodated on-street or in a small number of off-street facilities such as the Convention Place Station (CPS) and International District Station (IDS). In the coming years, as Metro removes routes from the Downtown Seattle Transit Tunnel, buses currently utilizing off-street layover at CPS and IDS will be shifted to other locations. The planning effort for replacement off-street bus layover facilities is the Center City Layover Study. The study has and continues to evaluate potential off-street sites for interim and long term layover facilities in the northern and southern areas of downtown Seattle, as well as replacement options for existing on-street layover displaced by the City of Seattle's reallocation of street right-of-way use due to new developments, bike facilities, Green Streets, and other changes in its street right-of-way.

## 4. PROJECT BENEFITS/OUTCOMES

This project will provide reliable long-term on and off-street bus layover spaces, comfort stations, and operations support facilities necessary, replacing existing on-street bus layover spaces lost due to competing demands for on-street layover precipitated by development in the South Lake Union area.

## 5. BUDGET REQUEST BASIS

This request is based on professional consultant estimates with additional knowledge of similar projects. Funding for this request is for design and implementation in 2021-2022.

## 6. FUNDING AND REVENUE DISCUSSION

WSDOT has awarded a Regional Mobility Grant in the amount of $1.76 M in the state biennium July 1, 2017 - June 30, 2019.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating budget and other impacts will be evaluated during the project.

## 8. PROJECT STATUS

This project is ongoing from 2017-2018 and currently in the pre-design phase under consultant contract.

## 9. ALTERNATIVES ANALYSIS

An alternatives analysis has been completed and is pending final City of Seattle approval and subsequent completion of final report.

## 10. OTHER AGENCY INVOLVEMENT

Washington State Department of Transportation (WSDOT) and the City of Seattle are partner agencies, providing right-of-way for the project. Additionally, WSDOT has awarded a Regional Mobility Grant for this project.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

**NARRATIVES** TDC DT SEATTLE LF EASTLAKE 1134206

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This effort supports FSI Goal 2 by embedding pro-equity ESJ build-out vision into the long term facility master plan.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC KENT RENTON LF 1134212

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 5, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | Kent Transit Center, South Renton Transit Center |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/21 - 01/01/22 | $813,201 | ($812,523) | $0 | $0 | $678 |
| **3 Final Design** 01/02/22 - 10/01/22 | $0 | $1,793,451 | $0 | $0 | $1,793,451 |
| **4 Implementation** 10/02/22 - 07/01/24 | $67,406 | $10,623,471 | $0 | $0 | $10,690,877 |
| **5 Closeout** 07/02/24 - 07/02/24 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/02/21 - 01/02/21 | $5,810,019 | ($5,810,019) | $0 | $0 | $0 |
| **Total Budget** | **$6,690,626** | **$5,794,380** | **$0** | **$0** | **$12,485,006** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $5,794,380 | $0 | $0 | $5,794,380 |
| **Total Revenue** | **$5,794,380** | **$0** | **$0** | **$5,794,380** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC KENT RENTON LF 1134212

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $97 | $0 | $0 | $0 | $0 | $97 |
| 3 Final Design | $0 | $0 | $1,793,451 | $0 | $0 | $1,793,451 |
| 4 Implementation | $67,406 | $0 | $1,461,824 | $9,161,646 | $0 | $10,690,877 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$67,503** | **$0** | **$3,255,276** | **$9,161,646** | **$0** | **$12,484,425** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $678 | $678 | $813,201 | $97 |
| 3 Final Design | $0 | $1,793,451 | $0 | $0 | $0 |
| 4 Implementation | $0 | $10,690,877 | $67,406 | $67,406 | $67,406 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $5,810,019 | $0 |
| **Total** | **$0** | **$12,485,006** | **$68,084** | **$6,690,626** | **$67,503** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $813,104 | ($812,523) | $0 | $581 |
| 3 Final Design | $0 | $1,793,451 | $1,793,451 | $0 |
| 4 Implementation | $0 | $10,623,471 | $1,461,824 | $9,161,646 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $5,810,019 | ($5,810,019) | $0 | $0 |
| **Total** | **$6,623,123** | **$5,794,380** | **$3,255,275** | **$9,162,227** |

**NARRATIVES** TDC KENT RENTON LF 1134212

## Current Scope

Kent Renton Layover Facilities - The project scope is to provide partnership payments to Sound Transit for the design and construction of off-street bus layover located at Kent Station (adjacent to) and South Renton Transit Center (within footprint). Design and construction will be led by Sound Transit as part of their ST3 projects for Kent Sounder Station and 405 BRT capital projects. Metro will establish funding agreements with Sound Transit to ensure completion of this work. Costs are currently estimated at the conceptual planning level by ST.

## 1. PROJECT SCOPE

Kent Renton Layover Facilities - The project scope is to provide partnership payments to Sound Transit for the design and construction of off-street bus layover located at Kent Station (adjacent to) and South Renton Transit Center (within footprint). Design and construction will be led by Sound Transit as part of their ST3 projects for Kent Sounder Station and 405 BRT capital projects. Metro will establish funding agreements with Sound Transit to ensure completion of this work. Costs are currently estimated at the conceptual planning level by ST.

# Capital Appropriation Proposal



**NARRATIVES** TDC KENT RENTON LF 1134212

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

A Transit Integration Agreement between Metro and Sound Transit was executed on May18, 2018. Subsequent to that agreement, Metro and Sound Transit agreed to "Framework for Transit Integration in Capital Project Development", as described in the Metro/Sound Transit Joint Memo dated January 28, 2019. This framework included guiding principles, roles and responsibilities for the provision of capital facilities, and decision-making by capital project phase, which includes cost-sharing expectations. Bus layover, among other elements, is included as a cost sharing element.

Bus layover is an essential component of transit service. It provides operators required rest periods during their shifts and allows operators to maintain assigned route schedules. These new layover locations will support Metro's anticipated service growth at strategic transit hubs as outlined in METRO CONNECTS.

These partnership payments leverage Sound Transit investments to provide off-street layover facilities at a fraction of the cost if built stand alone by Metro, which would include land cost.

## 4. PROJECT BENEFITS/OUTCOMES

This project will provide reliable long-term off-street bus layover spaces, comfort stations, and operations support facilities as necessary. At the Kent Transit Center, Metro has previously relied on informal on-street layover. This layover did not provide the permanency, nor the space, to allow Metro to improve and increase service through the Kent Transit Center. This new layover location will provide designated layover locations that will reduce Metro's reliance on on-street layover and allow Metro to achieve planned service growth in south King County.

At the South Renton Transit Center, the permanent provision of layover spaces will enable Metro to absorb the impact of being forced to vacate layover in downtown Renton.

These partnership payments leverage Sound Transit investments to provide off-street layover facilities at a fraction of the cost if built stand alone by Metro, which would include land cost. This is consistent with the Mobility Framework's focus on Value.

## 5. BUDGET REQUEST BASIS

This is a series of partnership payments to Sound Transit to provide Metro with off-street layover facilities. The budget is based on planning-level conceptual designs completed by Sound Transit and vetted by Metro staff. Metro is budgeting up to $5.3M for layover at the Kent Transit Center and $6.6M for layover at the South Renton Transit Center as part cost-sharing agreements with Sound Transit to advance these projects through design and construction. An additional $500,000 will be allocated to both Kent Transit Center and South Renton Transit Center for battery-electric bus (BEB) charging. All Metro staff time associated with reviewing design documents and ensuring Metro's project requirements are included in the ST Integration Programmatic Capital Planning project (1129636).

## 6. FUNDING AND REVENUE DISCUSSION

This is a local funds request. This off-street layover capital appropriation is being repurposed from the 2019/2020 project scope, which was intended for a north downtown Seattle facility, which is currently infeasible due to lack of site availability and overall cost. The full cost of Kent and Renton layover facilities far exceeds this partnership payment; Metro is leveraging Sound Transit's capital projects to provide significant value to the County.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project does not affect the operating budget. Upon completion of the off-street layover facilities, there will be a marginal increase in operational costs associated with maintaining the layover lots (e.g. servicing comfort stations, clearing the sites of trash and debris). For Kent Transit Center, there will also be a marginal increase in costs associated with buses deadheading between active bus bays on the east side of the Sounder station to layover bays on the west side of the Sounder station.

# Capital Appropriation Proposal



**NARRATIVES** TDC KENT RENTON LF 1134212

## 8. PROJECT STATUS

Conceptual plans and cost estimates have been completed for the layover at Kent Transit Center as part of Sound Transit's larger ST2-funded access improvements project for the Kent Sound Station. Metro staff are coordinating with Sound Transit staff to finalize a cost-sharing agreement, determine maintenance responsibility, and ensure Metro's project requirements are incorporated into Sound Transit's design-build contract.

Conceptual plans and cost estimates have been completed for the layover at the South Renton Transit Center as part of Sound Transit's larger I-405 BRT project to construct a new South Renton Transit Center adjacent to the existing South Renton Park & Ride. In Fall2020, Metro staff will coordinate with Sound Transit staff to finalize a cost-sharing agreement, determine maintenance responsibility, and ensure Metro's project requirements are incorporated into Sound Transit's design. A delivery method for the South Renton Transit Center has not been selected yet.

## 9. ALTERNATIVES ANALYSIS

Metro staff completed an analysis comparing operating costs of establishing layover at the Kent Park & Ride lot versus the selected lot on1st Ave. Over the course of a year, each route navigating to the Kent Park & Ride lot would incur hundreds of thousands of dollars in additional operating costs relative to the selected 1st Ave lot. Given this information, it was determined that partnering with Sound Transit to redesign the 1st Ave lot for layover was a much better long-term return-on-investment.

The South Renton Transit Center has been identified by the City of Renton as their preferred location for a transit hub in the City. The City of Renton has indicated to Metro that it must vacate its existing layover spaces at the downtown Renton Transit Center. Therefore, Metro must establish layover capacity at the South Renton Transit Center or it would not be able to operate service in Renton and surrounding areas. Sound Transit led multiple design workshops to come up with a design that worked for ST, Metro, WSDOT, and the City of Renton. The selected design, Scheme F, meets the active and layover needs of Metro, provided10 layover spaces adjacent to the new transit island.

## 10. OTHER AGENCY INVOLVEMENT

Metro staff have been closely working with Sound Transit and jurisdictional partners - City of Kent and City of Renton - to develop layover solutions that will result in the best outcomes for Metro, implementation partners, and transit customers.

## 11. ART ELIGIBILITY

Not Art Eligible, project wholly or partially funded by Metro/Metro grant funding but project managed by another jurisdiction or public agency; the managing jurisdiction or agency is responsible for applying their art rules

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project provides reliable bus layover facilities in south King County and will allow for additional and more reliable service for transit customers living and working in south King County. This project provides critical support to the ongoing development of the regional transit system that will increase connections between housing, jobs, and critical services throughout South King County.

**NARRATIVES** TDC KENT RENTON LF 1134212

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Both layover projects are anticipated to incorporate battery electric bus (BEB) charging infrastructure that will support Metro's commitment to lowering greenhouse gas emissions. Integrated Metro bus/ST BRT layover facilities help to improve service efficiency and reduce operating costs, which also helps to reduce greenhouse gas emissions and lower vehicle miles traveled.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SBVM ANNEX IMPROV 1134213

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 02/11/2021 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $76,078 | $0 | $0 | $76,078 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $204,701 | $0 | $0 | $204,701 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $243,937 | $0 | $0 | $243,937 |
| **4 Implementation** 01/01/20 - 12/31/20 | $6,187,672 | ($4,445,926) | $0 | $0 | $1,741,746 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $28,250 | $0 | $0 | $28,250 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$6,187,672** | **($3,892,960)** | **$0** | **$0** | **$2,294,712** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC SBVM ANNEX IMPROV 1134213

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $24,331 | $0 | $0 | $0 | $0 | $24,331 |
| **2 Prelim Design** | $38,568 | $0 | $0 | $0 | $0 | $38,568 |
| **3 Final Design** | $29,153 | $0 | $0 | $0 | $0 | $29,153 |
| **4 Implementation** | $1,201,755 | $0 | $0 | $0 | $0 | $1,201,755 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,293,807** | **$0** | **$0** | **$0** | **$0** | **$1,293,807** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $42,260 | $0 | $24,331 |
| 2 Preliminary Design | $0 | $0 | $166,082 | $0 | $38,568 |
| 3 Final Design | $0 | $0 | $55,497 | $0 | $29,153 |
| 4 Implementation | $0 | $0 | $1,426,952 | $6,187,672 | $1,201,755 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$1,690,791** | **$6,187,672** | **$1,293,807** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($24,331) | $76,078 | $0 | $51,747 |
| 2 Preliminary Design | ($38,568) | $204,701 | $0 | $166,133 |
| 3 Final Design | ($29,153) | $243,937 | $0 | $214,784 |
| 4 Implementation | $4,985,917 | ($4,445,926) | $0 | $539,991 |
| 5 Closeout | $0 | $28,250 | $0 | $28,250 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$4,893,865** | **($3,892,960)** | **$0** | **$1,000,905** |

## NARRATIVES

TDC SBVM ANNEX IMPROV 1134213

### Current Scope

South Base Vehicle Maintenance Annex Improvements - This project involves outfitting, stocking, supply, and tenant improvement at12119 East Marginal Way South, across from South Base, to support the displacement of Fleet Engineering from the South Annex, which in turn enables the construction of the South Annex Base. The site also enables expansion of Metro's New Bus Prep services from the Component Supply Center. Expansion of the New Bus Prep service to this alternate facility also permits expansion of Component Supply Center's Body Shop functionality.

### 1. PROJECT SCOPE

South Base Vehicle Maintenance Annex Improvements - This project involves outfitting, stocking, supply, and tenant improvement at12119 East Marginal Way South, across from South Base, to support the displacement of Fleet Engineering from the South Annex, which in turn enables the construction of the South Annex Base. The site also enables expansion of Metro's New Bus Prep services from the Component Supply Center. Expansion of the New Bus Prep service to this alternate facility also permits expansion of Component Supply Center's Body Shop functionality.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The lease portion of this project was moved out into a separate standalone project. This request removes excess budget.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC SBVM ANNEX IMPROV 1134213

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FACILITIES IMPR ADMIN 1134214

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC FACILITIES IMPR ADMIN |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $409,901 | ($236,365) | $0 | $0 | $173,536 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$409,901** | **($236,365)** | **$0** | **$0** | **$173,536** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC FACILITIES IMPR ADMIN 1134214

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $53,536 | $0 | $0 | $0 | $0 | $53,536 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$53,536** | **$0** | **$0** | **$0** | **$0** | **$53,536** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $88,630 | $409,901 | $53,536 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$88,630** | **$409,901** | **$53,536** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $356,365 | ($236,365) | $0 | $120,000 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$356,365** | **($236,365)** | **$0** | **$120,000** |

## NARRATIVES

TDC FACILITIES IMPR ADMIN 1134214

### Current Scope

Facilities Improvement Program Administration - The program is a request for dedicated Metro Transit facilities improvements support for program planning, administrative oversight, and project implementation support for improvements at existing Metro facilities.

### 1. PROJECT SCOPE

Facilities Improvement Program Administration - The program is a request for dedicated Metro Transit facilities improvements support for program planning, administrative oversight, and project implementation support for improvements at existing Metro facilities.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC FACILITIES IMPR ADMIN 1134214

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FACILITIES IMPROVEMENTS 1134215

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC FACILITIES IMPROVEMENTS |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $210,131 | ($191,629) | $0 | $0 | $18,502 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $84,408 | ($84,408) | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $99,068 | ($96,362) | $0 | $0 | $2,706 |
| **4 Implementation** 01/01/20 - 12/31/20 | $1,424,988 | $344,446 | $0 | $0 | $1,769,434 |
| **5 Closeout** 01/01/20 - 12/31/20 | $221,906 | ($221,906) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,040,501** | **($249,859)** | **$0** | **$0** | **$1,790,642** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC FACILITIES IMPROVEMENTS 1134215

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $18,502 | $0 | $0 | $0 | $0 | $18,502 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $2,706 | $0 | $0 | $0 | $0 | $2,706 |
| **4 Implementation** | $9,434 | $0 | $0 | $0 | $0 | $9,434 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$30,642** | **$0** | **$0** | **$0** | **$0** | **$30,642** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $48,610 | $210,131 | $18,502 |
| 2 Preliminary Design | $0 | $0 | $67,772 | $84,408 | $0 |
| 3 Final Design | $0 | $0 | $4,568 | $99,068 | $2,706 |
| 4 Implementation | $0 | $0 | $23,304 | $1,424,988 | $9,434 |
| 5 Closeout | $0 | $0 | $0 | $221,906 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$144,254** | **$2,040,501** | **$30,642** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $191,629 | ($191,629) | $0 | $0 |
| 2 Preliminary Design | $84,408 | ($84,408) | $0 | $0 |
| 3 Final Design | $96,362 | ($96,362) | $0 | $0 |
| 4 Implementation | $1,415,554 | $344,446 | $0 | $1,760,000 |
| 5 Closeout | $221,906 | ($221,906) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,009,859** | **($249,859)** | **$0** | **$1,760,000** |

## NARRATIVES

TDC FACILITIES IMPROVEMENTS 1134215

### Current Scope

Facilities Improvements - This program is a master project that supports Metro Transit operations and maintenance by adding new assets or by extending the lives of existing assets. The program improves transit operating facilities (bases, maintenance and support), their work environments for employees, and in certain cases, passenger facilities.

### 1. PROJECT SCOPE

Facilities Improvements - This program is a master project that supports Metro Transit operations and maintenance by adding new assets or by extending the lives of existing assets. The program improves transit operating facilities (bases, maintenance and support), their work environments for employees, and in certain cases, passenger facilities.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC FACILITIES IMPROVEMENTS 1134215

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NB GARAGE VENTILATION 1134219

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 08/23/2021 |
| **Location** | 2141 N 165th St |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 01/03/20 | $38,227 | $70,773 | $0 | $0 | $109,000 |
| **2 Preliminary Design** 01/04/20 - 07/31/20 | $147,560 | $291,565 | $0 | $0 | $439,125 |
| **3 Final Design** 07/31/20 - 02/09/21 | $76,187 | $22,597 | $0 | $0 | $98,784 |
| **4 Implementation** 02/10/21 - 12/27/21 | $477,107 | $188,485 | $0 | $0 | $665,592 |
| **5 Closeout** 12/28/21 - 06/25/22 | $44,034 | ($8,081) | $0 | $0 | $35,953 |
| **6 Acquisition** 01/04/20 - 04/02/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$783,115** | **$565,339** | **$0** | **$0** | **$1,348,454** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $565,339 | $0 | $0 | $565,339 |
| **Total Revenue** | **$565,339** | **$0** | **$0** | **$565,339** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NB GARAGE VENTILATION 1134219

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $38,200 | $577 | $0 | $0 | $0 | $38,777 |
| 2 Prelim Design | $2,229 | $436,895 | $0 | $0 | $0 | $439,125 |
| 3 Final Design | $38 | $78,386 | $20,360 | $0 | $0 | $98,784 |
| 4 Implementation | $8,153 | $0 | $657,439 | $0 | $0 | $665,592 |
| 5 Closeout | $0 | $0 | $35,953 | $0 | $0 | $35,953 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$48,621** | **$515,858** | **$713,752** | **$0** | **$0** | **$1,278,231** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $109,000 | $118,189 | $38,227 | $38,777 |
| 2 Preliminary Design | $0 | $439,125 | $54,663 | $147,560 | $439,125 |
| 3 Final Design | $0 | $98,784 | $561 | $76,187 | $78,424 |
| 4 Implementation | $0 | $665,592 | $8,240 | $477,107 | $8,153 |
| 5 Closeout | $0 | $35,953 | $0 | $44,034 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,348,454** | **$181,653** | **$783,115** | **$564,479** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($550) | $70,773 | $0 | $70,223 |
| 2 Preliminary Design | ($291,565) | $291,565 | $0 | $0 |
| 3 Final Design | ($2,237) | $22,597 | $20,360 | $0 |
| 4 Implementation | $468,954 | $188,485 | $657,439 | $0 |
| 5 Closeout | $44,034 | ($8,081) | $35,953 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$218,636** | **$565,339** | **$713,752** | **$70,223** |

**NARRATIVES** TDC NB GARAGE VENTILATION 1134219

## Current Scope

North Base Garage Ventilation - This project is in response to an air quality study performed at the North Base parking garage. The air quality study was initiated after employee complaints were received at the base for "less than optimal" air quality within the bus garage. Scope of work includes design and installation for approximately 25 ceiling-mounted dilution fans rated at 10,000 cubic feet per minute of air each to improve airflow, associated controls and switches in the parking garage at North Base.

## 1. PROJECT SCOPE

North Base Garage Ventilation - This project is in response to an air quality study performed at the North Base parking garage. The air quality study was initiated after employee complaints were received at the base for "less than optimal" air quality within the bus garage. Scope of work includes design and installation for approximately 25 ceiling-mounted dilution fans rated at 10,000 cubic feet per minute of air each to improve airflow, associated controls and switches in the parking garage at North Base.

# Capital Appropriation Proposal



**NARRATIVES** TDC NB GARAGE VENTILATION 1134219

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

A consultant assessment was funded on operating project 1131828. The Consultant's Certified Industrial Hygienist performed air quality testing in the garage during 'typical' and 'worst case' daily operating conditions. All monitored contaminants (CO, NOx, Diesel particulates and components) were below safety limits. These efforts resulted with alternatives analysis and conceptual design scopes. This information led to continued development of design to more effectively ventilate the garage in case of engine failure or other bus issues that could produce excessive smoke.

## 4. PROJECT BENEFITS/OUTCOMES

Improved air quality within the bus garage, improved employee morale, health and safety.

## 5. BUDGET REQUEST BASIS

This budget is based on an alternatives analysis and conceptual design scope for 25 dilution fans rated at 10,000 cubic feet per minute of air each. Funding is for design and implementation in 2021-2022.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

May lead to additional maintenance and operating impacts.

## 8. PROJECT STATUS

Ongoing - Project has completed alternatives analysis phase and is moving into design.

## 9. ALTERNATIVES ANALYSIS

A consultant assessment was funded on operating project 1131828 and an alternatives analysis was completed in 2018 to establish the baseline project. A projects alternative analysis was completed in 2019/2020.

## 10. OTHER AGENCY INVOLVEMENT

City of Shoreline

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not substantially impact the counties ESJ Strategic Plan

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** TDC NB GARAGE VENTILATION 1134219

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC OCG RELOCS & DISPLACMNTS 1134220

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $1,129,108 | ($850,531) | $0 | $0 | $278,577 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $73,041 | $0 | $0 | $73,041 |
| **4 Implementation** 01/01/20 - 12/31/20 | $12,318,175 | ($11,663,961) | $0 | $0 | $654,214 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $25,000 | $0 | $0 | $25,000 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $15,000,000 | ($10,063,105) | $0 | $0 | $4,936,895 |
| **Total Budget** | **$28,447,283** | **($22,479,556)** | **$0** | **$0** | **$5,967,727** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC OCG RELOCS & DISPLACMNTS 1134220

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $228,577 | $0 | $0 | $0 | $0 | $228,577 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $73,041 | $0 | $0 | $0 | $0 | $73,041 |
| **4 Implementation** | $104,214 | $0 | $0 | $0 | $0 | $104,214 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $2,531,063 | $0 | $0 | $0 | $0 | $2,531,063 |
| **Total Expense** | **$2,936,895** | **$0** | **$0** | **$0** | **$0** | **$2,936,895** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $319,405 | $1,129,108 | $228,577 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $124,031 | $0 | $73,041 |
| 4 Implementation | $0 | $0 | $228,347 | $12,318,175 | $104,214 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $2,595,121 | $15,000,000 | $2,531,063 |
| **Total** | **$0** | **$0** | **$3,266,904** | **$28,447,283** | **$2,936,895** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $900,531 | ($850,531) | $0 | $50,000 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | ($73,041) | $73,041 | $0 | $0 |
| 4 Implementation | $12,213,961 | ($11,663,961) | $0 | $550,000 |
| 5 Closeout | $0 | $25,000 | $0 | $25,000 |
| 6 Acquisition | $12,468,937 | ($10,063,105) | $0 | $2,405,832 |
| **Total** | **$25,510,388** | **($22,479,556)** | **$0** | **$3,030,832** |

## NARRATIVES

TDC OCG RELOCS & DISPLACMNTS 1134220

### Current Scope

Current Scope: Operational Capacity Growth (OCG) Relocations & Displacements - This project is intended to capture relocation and displacement costs associated with clearing the South Annex Site in order to begin site preparation for the construction of the South Annex Base (project 1134223). The South Annex currently supports Metro Transit safety and training facilities, including classroom, office, driver training pad (skid pad), and employee parking. The South Annex is also utilized as a storage yard for new buses, decommissioned buses, spare fleet, historic fleet, and facilities shelter and maintenance equipment. This project will fund purchase of land, leases, and relocation costs.

### 1. PROJECT SCOPE

Current Scope: Operational Capacity Growth (OCG) Relocations & Displacements - This project is intended to capture relocation and displacement costs associated with clearing the South Annex Site in order to begin site preparation for the construction of the South Annex Base (project 1134223). The South Annex currently supports Metro Transit safety and training facilities, including classroom, office, driver training pad (skid pad), and employee parking. The South Annex is also utilized as a storage yard for new buses, decommissioned buses, spare fleet, historic fleet, and facilities shelter and maintenance equipment. This project will fund purchase of land, leases, and relocation costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

# Capital Appropriation Proposal



**NARRATIVES** TDC OCG RELOCS & DISPLACMNTS 1134220

## 5. BUDGET REQUEST BASIS

This project has been split into various standalone projects to address relocations and displacements involved with Operational Capacity Growth (OCG). This request removes excess budget.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SECURITY ASSESSMENT 1134222

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC SECURITY ASSESSMENT |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $39,163 | ($36,401) | $0 | $0 | $2,762 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $291,527 | ($291,527) | $0 | $0 | $0 |
| **5 Closeout** 01/01/20 - 12/31/20 | $49,830 | ($49,830) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$380,520** | **($377,758)** | **$0** | **$0** | **$2,762** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC SECURITY ASSESSMENT 1134222

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $2,762 | $0 | $0 | $0 | $0 | $2,762 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,762** | **$0** | **$0** | **$0** | **$0** | **$2,762** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $2,762 | $39,163 | $2,762 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $291,527 | $0 |
| 5 Closeout | $0 | $0 | $0 | $49,830 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$2,762** | **$380,520** | **$2,762** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $36,401 | ($36,401) | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $291,527 | ($291,527) | $0 | $0 |
| 5 Closeout | $49,830 | ($49,830) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$377,758** | **($377,758)** | **$0** | **$0** |

## NARRATIVES

TDC SECURITY ASSESSMENT 1134222

### Current Scope

Security Assessment - This project includes a Metro Transit-wide updated threat and vulnerability assessment to be conducted by a consultant team. The goal of this study is to document security risks and provide recommendations for planning future security projects.

### 1. PROJECT SCOPE

Security Assessment - This project includes a Metro Transit-wide updated threat and vulnerability assessment to be conducted by a consultant team. The goal of this study is to document security risks and provide recommendations for planning future security projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC SECURITY ASSESSMENT 1134222

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SOUTH ANNEX BASE 1134223

MPA Reporting, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/01/2027 |
| **Location** | 11911 E Marginal Way S |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 04/24/20 | $1,500,000 | ($161,007) | $0 | $0 | $1,338,993 |
| **2 Preliminary Design** 04/25/20 - 11/25/21 | $0 | $6,742,439 | $0 | $0 | $6,742,439 |
| **3 Final Design** 11/26/21 - 11/24/24 | $5,009,021 | $29,341,371 | $0 | $0 | $34,350,392 |
| **4 Implementation** 11/25/24 - 09/01/27 | $65,090 | $8,474,150 | $251,501,529 | $0 | $260,040,769 |
| **5 Closeout** 09/02/27 - 04/28/28 | $0 | $1,000,000 | $44,432,514 | $0 | $45,432,514 |
| **6 Acquisition** 04/25/20 - 04/25/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$6,574,111** | **$45,396,953** | **$295,934,043** | **$0** | **$347,905,107** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $449,475 | $2,930,010 | $0 | $3,379,485 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $45,396,953 | $270,934,043 | $0 | $316,330,996 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $25,000,000 | $0 | $25,000,000 |
| **Total Revenue** | **$45,396,953** | **$295,934,043** | **$0** | **$341,330,996** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SOUTH ANNEX BASE 1134223

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $987,904 | $351,090 | $0 | $0 | $0 | $1,338,993 |
| 2 Prelim Design | $247,678 | $2,771,945 | $3,722,816 | $0 | $0 | $6,742,439 |
| 3 Final Design | $46,669 | $0 | $12,198,391 | $22,105,333 | $0 | $34,350,392 |
| 4 Implementation | $89,765 | $0 | $0 | $9,092,902 | $185,447,519 | $194,630,186 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,372,016** | **$3,123,034** | **$15,921,207** | **$31,198,235** | **$185,447,519** | **$237,062,010** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,338,993 | $1,582,245 | $1,500,000 | $1,338,993 |
| 2 Preliminary Design | $0 | $6,742,439 | $420,938 | $0 | $3,019,623 |
| 3 Final Design | $0 | $34,350,392 | $48,213 | $5,009,021 | $46,669 |
| 4 Implementation | $0 | $256,658,284 | $109,444 | $65,090 | $89,765 |
| 5 Closeout | $0 | $45,432,514 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$344,522,622** | **$2,160,840** | **$6,574,111** | **$4,495,050** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $161,007 | ($161,007) | $0 | $0 |
| 2 Preliminary Design | ($3,019,623) | $6,742,439 | $3,722,816 | $0 |
| 3 Final Design | $4,962,352 | $29,341,371 | $12,198,391 | $22,105,333 |
| 4 Implementation | ($24,675) | $8,474,150 | $0 | $8,449,475 |
| 5 Closeout | $0 | $1,000,000 | $0 | $1,000,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,079,061** | **$45,396,953** | **$15,921,207** | **$31,554,808** |

**NARRATIVES** TDC SOUTH ANNEX BASE 1134223

## Current Scope

South Annex Base - Construction of a permanent 250 bus transit base on Metro owned property called the South Annex. The transit base will include vehicle maintenance bays (est. 14 bays), steam bay, inspection bay, bus exterior wash bays, bus interior wash bays, bus fueling, underground infrastructure to enable future conversion to battery electric bus operation, operator spaces (break, locker, restroom, dispatch, chief, superintendent), and miscellaneous other business functions required for base operations. The project will include development of full scope definition, contracting of design consultant, and contracting of construction contractor.

## 1. PROJECT SCOPE

South Annex Base - Construction of a permanent 250 bus transit base on Metro owned property called the South Annex. The transit base will include vehicle maintenance bays (est. 14 bays), steam bay, inspection bay, bus exterior wash bays, bus interior wash bays, bus fueling, underground infrastructure to enable future conversion to battery electric bus operation, operator spaces (break, locker, restroom, dispatch, chief, superintendent), and miscellaneous other business functions required for base operations. The project will include development of full scope definition, contracting of design consultant, and contracting of construction contractor.

# Capital Appropriation Proposal



**NARRATIVES** TDC SOUTH ANNEX BASE 1134223

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Upon comparing the trajectory between 2017 and 2040 of Metro Connects, Metro Fleet Plan, and base capacity (LOS C and LOS D) studies conducted by Metro Strategy & Performance, significant constraints in operational capacity from 2019 to 2025 that would not be met with the existing Base Expansion and New Metro Base (2030) projects were identified in Q4 2017. Also in Q4 2017, leadership directed Metro to build a base in 5 years. Therefore, the existing base expansion projects were amended to include the interim base and the South Annex Base.

The Puget Sound region is expected to grow by approximately 1 million people and 850,000 jobs in the next 25 years. For the region to meet future transportation demand, the Puget Sound Regional Council's Transportation 2040 Plan identifies the need for all transit agencies to double their ridership. According to the Metro Long Range Plan, that means adding 70% more service hours than currently provided with an expanded bus fleet. To support the expanded fleet, Metro needs to site and construct at least two new bases. High levels of growth are currently centered in the urban areas, particularly Seattle, but are forecasted to extend into more affordable suburban areas—something that is already beginning to occur, especially in south King County. Thus, the significant increases in service projected in south King County result in this area being the target for the next new base.

The current modeling of system-wide base capacity reflects that the current fleet surpasses optimal base capacity levels. Transit would continue to be over-capacity even when additional parking is made available at Atlantic-Central bases by 2018.

## 4. PROJECT BENEFITS/OUTCOMES

1) A permanent and fully operational electric-bus ready transit base of 250 buses which directly supports the capacity needed for the 70% service increase described in Metro Connects
2) Supports the expansion of Metro's fleet size from roughly 1500 to its goal of about 2150 (an increase of 650)
3) Support of Equity and Social Justice by providing much needed affordable transit service to diverse communities living and, in some cases, working in more affordable, but growing, suburban areas; and by removing transportation barriers that directly affect equal service access to higher compensating jobs, higher education, housing, advanced medical care, commerce and recreation
4) Support of Strategic Climate Action Plan by providing mass transit to growing communities; thereby reducing carbon pollution footprint and maintaining sustainable transportation choices, as well as advancing Metro's zero-emission fleet goal
5) Support of economic growth by bringing new jobs to a diverse community

## 5. BUDGET REQUEST BASIS

Standalone - The requested appropriation will support the alternatives analysis and design phase of the projects with out years funding supporting construction and transition to operations.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

With the completion of South Annex Base sometime in the next 5-7 years, there will be added operational costs for additional staff of operators, vehicle maintenance, facilities maintenance, power distribution (battery-electric infrastructure for battery-electric coaches), training, and administration. These additional assets will also increase utility bills, asset insurance, and other associated costs for capital assets.

## 8. PROJECT STATUS

Ongoing Standalone - Design consultant procurement underway

**NARRATIVES** TDC SOUTH ANNEX BASE 1134223

## 9. ALTERNATIVES ANALYSIS

Upon comparing the trajectory between 2017 and 2040 of Metro Connects, Metro Fleet Plan, and base capacity (LOS C and LOS D) studies conducted by Metro Strategy & Performance, significant constraints in operational capacity from 2019 to 2025 that would not be met with the existing Base Expansion and New Metro Base (2030) projects were identified in Q4 2017. Also in Q4 2017, leadership directed Metro to build a base in 5 years. Alternatives considered were to do nothing, possible expansion at other existing Metro bases, and lease of available properties for bus parking and maintenance. Review of these alternatives showed fatal flaws, therefore, the existing base expansion projects were amended to include the interim base and the South Annex Base. The project will conduct design alternative analysis for building systems and other major equipment components.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit (ST): Metro currently operates and services an excess of100 ST coaches. While Metro's current expansion plan does not take in consideration an increase in ST coaches that Metro will operate and service, it allows Metro to continue servicing the current number of ST coaches in Metro's care.
The Federal Transportation Agency (FTA) to provide concurrence prior to30% design milestone for grant eligibility
City of Tukwila: The expansion of existing bases and the construction of new bases will impact Tukwila's traffic, as well as their economy, sustainability, and equity & social justice.
Army Corps Of Engineers: Riverton Creek Impacts
Washington State Department Of Ecology: Water Quality and Storm water Permits
Other agencies as defined in the projects permit matrix required for misc. construction, demolition, and operating permits.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will enable Transit to improve service to a growing minority and/or low-income population in south King County; and will remove transportation barriers that directly affect equal access to higher compensating jobs, higher education, housing, advanced medical care, commerce and recreation. The project will have a robust project specific ESJ plan that will positively impact the surrounding area.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance by achieving LEED Platinum certification with USGBC or Living Building Certification with ILFI. Project has completed feasibility assessments of net zero energy certification. Determination on certification scheme and rating level targeted will be based on further cost assessments in 21-22 biennium.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

This project is part of the Operational Capacity Growth program plan. The plan includes: 1) Construction of a 125-bus capacity interim base on the King County Tukwila Extension site; 2) A parking expansion at Central Base, the accompanying body shop-to-vehicle maintenance bay conversion, and the design/construction of a designated body shop to increase Central Base capacity by 90 buses; 3) Construction of a permanent 250-bus capacity base on the existing King County Metro South Annex site, including temporary relocation of Safety and Training facilities to leased space; and 4) Construction of a permanent 250-bus capacity base on yet-to-be acquired land at South King County.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC SOUTH ANNEX BASE 1134223

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SOUTH BASE SUBSTATION (TDC SOUTH CAMPUS SUBSTATION) 1134225

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 5 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $1,199,947 | ($1,198,517) | $0 | $0 | $1,430 |
| **4 Implementation** 01/01/20 - 12/31/20 | $5,114,066 | ($5,041,491) | $0 | $0 | $72,575 |
| **5 Closeout** 01/01/20 - 12/31/20 | $249,992 | ($249,992) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$6,564,005** | **($6,490,000)** | **$0** | **$0** | **$74,005** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** TDC SOUTH CAMPUS SUBSTATION 1134225

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $1,342 | $0 | $0 | $0 | $0 | $1,342 |
| **4 Implementation** | $64,990 | $0 | $0 | $0 | $0 | $64,990 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$66,332** | **$0** | **$0** | **$0** | **$0** | **$66,332** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $1,429 | $1,199,947 | $1,342 |
| 4 Implementation | $0 | $0 | $64,990 | $5,114,066 | $64,990 |
| 5 Closeout | $0 | $0 | $0 | $249,992 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$66,419** | **$6,564,005** | **$66,332** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $1,198,605 | ($1,198,517) | $0 | $88 |
| 4 Implementation | $5,049,076 | ($5,041,491) | $0 | $7,585 |
| 5 Closeout | $249,992 | ($249,992) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$6,497,673** | **($6,490,000)** | **$0** | **$7,673** |

## NARRATIVES

TDC SOUTH CAMPUS SUBSTATION 1134225

### Current Scope

South Campus Substation for Electric Bus Charging - This project includes siting, design, and construction of a substation and bus charging power supply components in partnership with Seattle City Light to support the charging needs of Metro's initial deployment of electric buses into revenue service.

### 1. PROJECT SCOPE

South Campus Substation for Electric Bus Charging - This project includes siting, design, and construction of a substation and bus charging power supply components in partnership with Seattle City Light to support the charging needs of Metro's initial deployment of electric buses into revenue service.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC SOUTH CAMPUS SUBSTATION 1134225

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC WELLNESS CENTERS PROGRAM 1134226

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $16,999 | $18,059 | $0 | $0 | $35,058 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $39,543 | ($39,543) | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $65,905 | ($65,905) | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $543,993 | ($440,953) | $0 | $0 | $103,040 |
| **5 Closeout** 01/01/20 - 12/31/20 | $75,658 | ($75,658) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$742,098** | **($604,000)** | **$0** | **$0** | **$138,098** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC WELLNESS CENTERS PROGRAM 1134226

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $11,058 | $0 | $0 | $0 | $0 | $11,058 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,690 | $0 | $0 | $0 | $0 | $2,690 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$13,748** | **$0** | **$0** | **$0** | **$0** | **$13,748** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $22,980 | $16,999 | $11,058 |
| 2 Preliminary Design | $0 | $0 | $1,184 | $39,543 | $0 |
| 3 Final Design | $0 | $0 | $0 | $65,905 | $0 |
| 4 Implementation | $0 | $0 | $13,873 | $543,993 | $2,690 |
| 5 Closeout | $0 | $0 | $0 | $75,658 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$38,037** | **$742,098** | **$13,748** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $5,941 | $18,059 | $0 | $24,000 |
| 2 Preliminary Design | $39,543 | ($39,543) | $0 | $0 |
| 3 Final Design | $65,905 | ($65,905) | $0 | $0 |
| 4 Implementation | $541,303 | ($440,953) | $0 | $100,350 |
| 5 Closeout | $75,658 | ($75,658) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$728,350** | **($604,000)** | **$0** | **$124,350** |

## NARRATIVES

TDC WELLNESS CENTERS PROGRAM 1134226

### Current Scope

Wellness Centers - This project is to define space and locations to best serve as Wellness Centers for Metro Transit employees and plan and implement new and/or reconfigured space(s) to accommodate Wellness Center function.

### 1. PROJECT SCOPE

Wellness Centers - This project is to define space and locations to best serve as Wellness Centers for Metro Transit employees and plan and implement new and/or reconfigured space(s) to accommodate Wellness Center function.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC WELLNESS CENTERS PROGRAM 1134226

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FACIL IMPR PLANNING (TDC PASS INFS PLANNING) 1134229

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC PASS INFS PLANNING |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 03/30/20 | $830,327 | ($798,714) | $0 | $0 | $31,613 |
| **2 Preliminary Design** 03/31/20 - 12/31/28 | $0 | $798,714 | $0 | $114,680 | $913,394 |
| **3 Final Design** 01/01/29 - 05/30/29 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/31/29 - 05/25/30 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/29 - 03/01/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 03/31/20 - 06/28/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$830,327** | **$0** | **$0** | **$114,680** | **$945,007** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $114,680 | $114,680 |
| **Total Revenue** | **$0** | **$0** | **$114,680** | **$114,680** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC PASS INFS PLANNING 1134229

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $2,694 | $28,919 | $0 | $0 | $0 | $31,613 |
| 2 Prelim Design | $0 | $95,985 | $258,318 | $271,352 | $287,740 | $913,394 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,694** | **$124,904** | **$258,318** | **$271,352** | **$287,740** | **$945,007** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $31,613 | $27,429 | $830,327 | $31,613 |
| 2 Preliminary Design | $0 | $1,219,347 | $0 | $0 | $95,985 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,250,960** | **$27,429** | **$830,327** | **$127,598** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $798,714 | ($798,714) | $0 | $0 |
| 2 Preliminary Design | ($95,985) | $798,714 | $258,318 | $444,412 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$702,729** | **$0** | **$258,318** | **$444,412** |

**NARRATIVES** TDC PASS INFS PLANNING 1134229

## Current Scope

Passenger Infrastructure Planning - This project is for the program development of projects within the Passenger Infrastructure Sub Portfolio. Program management activities will also be responsible for ensuring adequate coordination with Metro service planning. Staff will conduct program management activities including: prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs; monitoring of projects for progress and changes in scope, schedule and budget and adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinating with projects in other programs.

# Capital Appropriation Proposal



**NARRATIVES** TDC PASS INFS PLANNING 1134229

## 1. PROJECT SCOPE

Passenger Infrastructure Planning - This project is for the program development of projects within the Passenger Infrastructure Sub Portfolio. Program management activities will also be responsible for ensuring adequate coordination with Metro service planning. Staff will conduct program management activities including: prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs; monitoring of projects for progress and changes in scope, schedule and budget and adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinating with projects in other programs.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Coordination of these programs is critical to supporting service and improving the customer experience that support existing and expansion of service. All activities are devoted to moving capital projects and programs forward expeditiously into design and completion of delivery and are supported by capital funds.

## 4. PROJECT BENEFITS/OUTCOMES

All activities are devoted to moving capital projects and programs forward expeditiously into design and completion of delivery and are supported by capital funds. Benefits include setting projects on a path of steady progress towards completion, identifying and addressing flaws and risks where possible in advance of passing on to a project manager for design. Work done to improve scope and schedule will help define needed staff resources so that projects do not move into design prematurely until resources are available.

## 5. BUDGET REQUEST BASIS

This budget request is based on staffing in capital planning and program management organization chart responsible for the capital planning and program management duties within the Facility Improvements Sub Portfolio. Modest amount of professional services are estimated to augment staff expertise.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded from the Infrastructure Capital sub fund (3641) of the Public Transportation Fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Ten percent of the staffing costs are assumed to be born by the operation budget.

## 8. PROJECT STATUS

New project.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC PASS INFS PLANNING 1134229

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC LIVING BLDG CERTF RR ST 1134230

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2023 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 07/01/20 - 12/27/20 | $26,748 | ($4,092) | $0 | $0 | $22,656 |
| **2 Preliminary Design** 12/28/20 - 06/25/21 | $184,170 | ($111,361) | $0 | $0 | $72,809 |
| **3 Final Design** 06/26/21 - 06/20/22 | $365,862 | ($217,546) | $0 | $0 | $148,316 |
| **4 Implementation** 06/21/22 - 06/15/23 | $5,768 | $531,607 | $0 | $0 | $537,375 |
| **5 Closeout** 06/16/23 - 12/12/23 | $0 | $13,274 | $0 | $0 | $13,274 |
| **6 Acquisition** 12/28/20 - 12/28/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$582,548** | **$211,882** | **$0** | **$0** | **$794,430** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $2,098 | $0 | $0 | $2,098 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $211,882 | $0 | $0 | $211,882 |
| **Total Revenue** | **$211,882** | **$0** | **$0** | **$211,882** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC LIVING BLDG CERTF RR ST 1134230

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $22,656 | $0 | $0 | $0 | $22,656 |
| 2 Prelim Design | $393 | $1,580 | $70,837 | $0 | $0 | $72,809 |
| 3 Final Design | $0 | $0 | $148,316 | $0 | $0 | $148,316 |
| 4 Implementation | $5,768 | $0 | $281,519 | $247,990 | $0 | $535,277 |
| 5 Closeout | $0 | $0 | $0 | $13,274 | $0 | $13,274 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$6,161** | **$24,236** | **$500,671** | **$261,264** | **$0** | **$792,332** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $22,656 | $543 | $26,748 | $22,656 |
| 2 Preliminary Design | $0 | $72,809 | $393 | $184,170 | $1,973 |
| 3 Final Design | $0 | $148,316 | $0 | $365,862 | $0 |
| 4 Implementation | $0 | $535,277 | $5,768 | $5,768 | $5,768 |
| 5 Closeout | $0 | $13,274 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$792,332** | **$6,704** | **$582,548** | **$30,397** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $4,092 | ($4,092) | $0 | $0 |
| 2 Preliminary Design | $182,197 | ($111,361) | $70,837 | $0 |
| 3 Final Design | $365,862 | ($217,546) | $148,316 | $0 |
| 4 Implementation | $0 | $531,607 | $281,519 | $250,088 |
| 5 Closeout | $0 | $13,274 | $0 | $13,274 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$552,151** | **$211,882** | **$500,672** | **$263,362** |

**NARRATIVES** TDC LIVING BLDG CERTF RR ST 1134230

## Current Scope

Living Building Certified RapidRide Station - This project will plan, design, and construct a Living Building Challenge-certified bus stop using a variety of sustainability materials, technologies, and techniques. The Living Building Challenge is a green building certification program and sustainable design framework that focuses on an ideal built environment. Using lessons learned from the pilot project, Metro will consider incorporating additional elements into future bus stops throughout its system. This project will occur simultaneously with the procurement of a design-build vendor for Metro's new standard shelter and develop the sustainability criteria that the new shelter should meet.

# Capital Appropriation Proposal



**NARRATIVES** TDC LIVING BLDG CERTF RR ST 1134230

## 1. PROJECT SCOPE

Living Building Certified RapidRide Station - This project will plan, design, and construct a Living Building Challenge-certified bus stop using a variety of sustainability materials, technologies, and techniques. The Living Building Challenge is a green building certification program and sustainable design framework that focuses on an ideal built environment. Using lessons learned from the pilot project, Metro will consider incorporating additional elements into future bus stops throughout its system. This project will occur simultaneously with the procurement of a design-build vendor for Metro's new standard shelter and develop the sustainability criteria that the new shelter should meet.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

In the 2015 Strategic Climate Action Plan, King County committed to register at least ten new construction, or retrofit projects, by 2020 that meet the International Living Future Institute' s (ILFI) Net Zero Energy (NZE), Petal, or Living Building Challenge (LBC) certification. The Metro Sustainability Steering Committee selected this project to pursue certification beginning in 2019.

## 4. PROJECT BENEFITS/OUTCOMES

The project provides an opportunity for Metro to support and advance sustainable transit infrastructure by adapting the Living Building Standard to a bus stop. The pilot project will create a bus stop that produces its own energy, manages storm water, avoids toxic materials, and incorporates place-making elements. The pilot will advance green storm water management techniques, renewable energy, and a reduction in toxins.

## 5. BUDGET REQUEST BASIS

This budget request is based on conceptual planning-level cost estimates derived from historical costs incurred in prior years for designing and constructing bus stop improvements. The project budget estimate anticipates a project budget higher than the cost of this established design due to the additional staff and consultant support to develop a new design.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by the Capital sub fun of the Public Transportation Fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

The typical estimated annual operational cost for an enhanced bus stop is less than $10,000, which is expected to be similar to an LBC-certified bus stop. This estimate is based on the 2016 passenger facilities program, where approximately $165,800 additional annual operational costs were associated with over 200 sheltered RapidRide stops system wide. Different construction materials and project elements, such as solar power battery backup and green storm water infrastructure, are not typical bus stop components. One of the goals of this project is to learn what the additional maintenance costs are and how to minimize them as LBC elements are rolled out to future bus stops.

## 8. PROJECT STATUS

Staff initiated discussions to consider LBC projects 2017. Metro and the International Living Futures Institute completed a feasibility report in Nov 2017 for a LBC-certified RapidRide station. In early 2018 the Steering Committee agreed to move the project forward with the 2019-2020 budget. The project was put on hold due to the selection of a design-manufacturer for the RapidRide 2 kit of parts without inclusion of LBC certification. In 2020, it was decided that the project would focus on standard bus stops instead of RapidRide stations. In 2020 the project will select a consultant for design support and complete planning and predesign in 2021. Final design will be completed in 2022, with construction in 2023.

## 9. ALTERNATIVES ANALYSIS

Metro Transit project teams participated in an eco-charrette with the International Living Futures Institute (ILFI), which resulted in a feasibility study indicating that a Living Building Challenge certified bus stop is feasible and aligned with the goals of Metro. ILFI recommended that the project pursue the highest level of certification possible on this project, which is full Living Building Challenge Certification. An alternatives analysis will be completed during the design phase.

**NARRATIVES** TDC LIVING BLDG CERTF RR ST 1134230

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdiction involvement will include plan and design review, permitting, and project acceptance.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The Living Building Challenge includes criteria for Equity, and there are several imperatives required for Living Building Challenge Certification. County projects already meet some elements due to requirements already in place, such as ADA compliance. There is an opportunity with this project for the County to attain a JUST Label, which is a voluntary disclosure tool for organizations to help optimize policies that improve social equity and enhance employee engagement. This helps to fulfill goal 2 (Develop an organization where all employees are change agents who actively apply their ESJ knowledge to their work) and goal 4 (County operations, programs and services are pro-equity in our service delivery-responsive and adaptive, focused on those whose needs are greatest - and collaborate with other King County and external service providers) of the Leadership Operations and Service goal area, and also goal 2 of the Plans, Policies, and Budgets area of the ESJ strategic plan.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance.

In the 2015 SCAP, KC committed to register at least10 new construction or retrofit projects by 2020 that meet the Internation Living Future Institute's (ILFI) Net Zero Energy (NZE), Core, Petal, or Living Building Challenge (LBC) Certification. This bus stop is one of the two projects Metro Transit is proposing to pursue for certification. Determination on level targeted (Core, Petal or Full Living) will be based on further feasibility and cost assessments in 21-22 biennium. Achieving LBC certification for a bus stop will be congruent with KC's efforts to deliver carbon-neutral services via battery electric buses, bus charging stations, and Green Direct energy. Additionally, budget guidance from the Executive Office related to the SCP specifically requests proposals to support the LBC goal.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NGATE LINK AND U LINK IMP 1134231

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2021 |
| **Location** | U District and Roozevelt |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/31/19 - 12/31/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 12/31/19 - 12/31/19 | $0 | $10,287 | $0 | $0 | $10,287 |
| **3 Final Design** 12/31/19 - 12/31/19 | $427,992 | ($221,526) | $0 | $0 | $206,466 |
| **4 Implementation** 01/01/20 - 12/25/20 | $1,198,544 | $1,129,610 | $0 | $0 | $2,328,154 |
| **5 Closeout** 12/26/20 - 02/23/21 | $90,189 | $23,878 | $0 | $0 | $114,067 |
| **6 Acquisition** 12/31/19 - 12/31/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,716,725** | **$942,249** | **$0** | **$0** | **$2,658,974** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $9,422 | $0 | $0 | $9,422 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $942,249 | $0 | $0 | $942,249 |
| **Total Revenue** | **$942,249** | **$0** | **$0** | **$942,249** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NGATE LINK AND U LINK IMP 1134231

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $10,287 | $0 | $0 | $0 | $0 | $10,287 |
| 3 Final Design | $206,466 | $0 | $0 | $0 | $0 | $206,466 |
| 4 Implementation | $146,607 | $2,181,547 | $0 | $0 | $0 | $2,328,154 |
| 5 Closeout | $0 | $11,115 | $102,952 | $0 | $0 | $114,067 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$363,360** | **$2,192,662** | **$102,952** | **$0** | **$0** | **$2,658,974** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $8,945 | $10,287 | $10,510 | $0 | $10,287 |
| 3 Final Design | $427,586 | $206,466 | $274,016 | $427,992 | $206,466 |
| 4 Implementation | $1,181,480 | $2,328,154 | $170,479 | $1,198,544 | $2,328,154 |
| 5 Closeout | $98,713 | $114,067 | $0 | $90,189 | $11,115 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$1,716,724** | **$2,658,974** | **$455,005** | **$1,716,725** | **$2,556,022** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($10,287) | $10,287 | $0 | $0 |
| 3 Final Design | $221,526 | ($221,526) | $0 | $0 |
| 4 Implementation | ($1,129,610) | $1,129,610 | $0 | $0 |
| 5 Closeout | $79,074 | $23,878 | $102,952 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($839,297)** | **$942,249** | **$102,952** | **$0** |

**NARRATIVES** TDC NGATE LINK AND U LINK IMP 1134231

## Current Scope

Northgate Link and Ulink - This project is to improve transfer environments at ten bus stops next to Northgate Link Extension stations. The stations are the Roosevelt Station, U District Station, University of Washington Station, and the Capitol Hill Station. This project will design and construct Metro capital improvements to bus stops adjacent to Sound Transit's (ST) station or improve bus facilities within the station. Metro's capital improvements may include upgraded bus stop signs and shelters, real-time information systems, and improved pedestrian amenities such as sidewalks or lighting between the station and bus stops. Additionally, this project will include funding for a signal at NE 67th and Roosevelt to ensure a safe pedestrian environment and create a reliable pathway and will be delivered by the Seattle Deprtmant of Transportation as a partnership project. These projects will be delivered as a partnership, with cost-sharing between Metro, SDOT, and ST.

# Capital Appropriation Proposal



**NARRATIVES** TDC NGATE LINK AND U LINK IMP 1134231

## 1. PROJECT SCOPE

Northgate Link and Ulink - This project is to improve transfer environments at ten bus stops next to Northgate Link Extension stations. The stations are the Roosevelt Station, U District Station, University of Washington Station, and the Capitol Hill Station. This project will design and construct Metro capital improvements to bus stops adjacent to Sound Transit's (ST) station or improve bus facilities within the station. Metro's capital improvements may include upgraded bus stop signs and shelters, real-time information systems, and improved pedestrian amenities such as sidewalks or lighting between the station and bus stops. Additionally, this project will include funding for a signal at NE 67th and Roosevelt to ensure a safe pedestrian environment and create a reliable pathway and will be delivered by the Seattle Deprtmant of Transportation as a partnership project. These projects will be delivered as a partnership, with cost-sharing between Metro, SDOT, and ST.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

These capital improvements are essential to delivering seamless transfer environments. At some stations, Metro's bus facilities fall outside of Sound Transit's station area and are not upgraded. In other cases, Metro Transit may seek additional capital improvements beyond the scope of Sound Transit's project. These improvements are in line with the METRO CONNECTS passenger facilities vision, which calls for upgrades at 85 new or existing hubs, including the stations listed in this project.
The improvements at the two additional stops were identified as service pathways were refined with the North Link Mobility Connections restructure effort. The signal improvement is necessary to ensure safety for customers and create a reliable pathway for buses. Metro, together with SDOT and ST recognize the need for new stops at 67th and Roosevelt; and 67th and 12th, with Metro contributing $1 million for cost-sharing.

## 4. PROJECT BENEFITS/OUTCOMES

The benefit of this program is improved transfers between Sound Transit and Metro Transit's systems.

## 5. BUDGET REQUEST BASIS

This new project is pulling scope out of the existing Sound Transit Link Station Integration project. The Regional Mobility Grant will fund a majority of this project. Part of this request includes the installation of a signal at NE 67th to be delivered by SDOT. The cost to King County Metro would be $536,780 for this work.

## 6. FUNDING AND REVENUE DISCUSSION

Metro Transit has entered into a grant agreement with the Washington State Department of Transportation to make these improvements. The Regional Mobility Grant will fund a majority of this project.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Annual operating costs associated with the project when complete is under $1,000 per Real Time Information Sign (RTIS) location. Additionally there will be marginal increase in cost for utility power and bus shelter maintenance where applicable.

## 8. PROJECT STATUS

This project is in the planning phase and will soon enter pre-design. The project experienced delays in procuring a design consultant so staff decided to do the design in-house.

## 9. ALTERNATIVES ANALYSIS

The alternatives analysis took place in earlier phases. Metro Transit worked with Sound Transit and the City of Seattle to identify bus facility improvements needed at the U District and Roosevelt Stations. Metro committed to specific improvements in a 2016 agreement with Sound Transit and in a Regional Mobility Grant agreement.

## 10. OTHER AGENCY INVOLVEMENT

Metro Transit entered into an agreement with Sound Transit on March 24, 2016 regarding improvements at the University District (U District) and Roosevelt Stations. In the agreement, Metro committed to making improvements to bus shelters and signs and to provide real-time information systems. Sound Transit committed to provide other components such as shelter footings and conduit.

**NARRATIVES** TDC NGATE LINK AND U LINK IMP 1134231

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project provides critical support to the ongoing development of the regional transit system that will increase connections between housing, jobs, and critical services. Project investments align with land use policies that will bring increased access to jobs, services, and affordable housing options adjacent to transit hubs. These improvements will help facilitate access to valuable community assets including medical centers, community centers, social service facilities, employment and job training centers, and schools.
The project removes barriers to transportation access through improving the transit waiting environment and facilitating a more seamless and reliable transfer process. These barriers impact an individual's ability and willingness to use public transit, particularly individuals with disabilities and limited English proficiency. The project provides a larger, improved bus stop environment and will help streamline the pedestrian route of travel between stops and services. It provides standardized rider information, including wayfinding, electronic arrival information, and improves pedestrian circulation between Metro bus stops and Sound Transit Link Light Rail stations. The project will install bus shelters, benches, and sidewalks, and remove access barriers to transit. Additional pedestrian-scaled lighting will improve personal security at all times of the day and increase rider safety.
Additionally, passenger facility and pedestrian access improvements specifically support the Mobility Framework and Need & Speed priorities to 1) Ensure safety by providing shelters and lighting; 2) improve access to mobility options by providing safe, convenient, and accessible transfer environments; and 3) provide integrated mobility services by building new transit hubs and stations that serve multiple agencies and modes. These passenger facilities will be enhanced by outcomes from the hubs study that address barriers to transit by improving safety, efficiency, comfort, and legibility.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy. For projects funded by partners, Metro will work to encourage partners to follow our scorecard as a design standard.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

The Bus Stop Improvement Project will include climate impact priority areas as one of the criteria considered in project site selection and prioritization. The project has committed to ensuring that at least 10% of weather-related passenger facilities improvements are located at bus stops in climate priority areas, addressing the anticipated increase in need for shade during heat events and cover during heavy rainfall. Additionally, projects in climate priority areas will be adjusted to address climate-related issues where feasible, such as planting new street trees in areas with low tree cover.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC NGATE LINK AND U LINK IMP 1134231

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 3D AVE YESL TO MAIN 1134232

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $3,609 | $234,005 | $0 | $0 | $237,614 |
| **3 Final Design** 01/01/20 - 12/31/20 | $1,239,798 | ($379,316) | $0 | $0 | $860,482 |
| **4 Implementation** 01/01/20 - 12/31/20 | $3,438,623 | ($1,171,597) | $0 | $0 | $2,267,026 |
| **5 Closeout** 01/01/20 - 12/31/20 | $326,520 | ($233,739) | $0 | $0 | $92,781 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$5,008,550** | **($1,550,647)** | **$0** | **$0** | **$3,457,903** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC 3D AVE YESL TO MAIN 1134232

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $4,898 | $0 | $0 | $0 | $0 | $4,898 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$4,898** | **$0** | **$0** | **$0** | **$0** | **$4,898** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $17,482 | $3,609 | $4,898 |
| 3 Final Design | $0 | $0 | $0 | $1,239,798 | $0 |
| 4 Implementation | $0 | $0 | $0 | $3,438,623 | $0 |
| 5 Closeout | $0 | $0 | $0 | $326,520 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$17,482** | **$5,008,550** | **$4,898** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($1,289) | $234,005 | $0 | $232,716 |
| 3 Final Design | $1,239,798 | ($379,316) | $0 | $860,482 |
| 4 Implementation | $3,438,623 | ($1,171,597) | $0 | $2,267,026 |
| 5 Closeout | $326,520 | ($233,739) | $0 | $92,781 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$5,003,652** | **($1,550,647)** | **$0** | **$3,453,005** |

## NARRATIVES

TDC 3D AVE YESL TO MAIN 1134232

### Current Scope

3rd Avenue Yesler Way to Main St Block Face Improvement - This project is a standalone project that builds on a larger scale project known as the Third Avenue Transit Corridor Improvement and RapidRide Facilities project (1116745). It provides bus stop, streetscape and transit street priority improvements to a portion of the region's primary transit corridor – Third Avenue between S. Jackson Street and Denny Way in Seattle. The current scope includes design and construction of a new bus stop, streetscape, and roadway between S Main St and Yesler Way/Prefontaine Place South. This work builds on 30% design that was done for the entire corridor between Jackson and Denny under 1116745.

### 1. PROJECT SCOPE

3rd Avenue Yesler Way to Main St Block Face Improvement - This project is a standalone project that builds on a larger scale project known as the Third Avenue Transit Corridor Improvement and RapidRide Facilities project (1116745). It provides bus stop, streetscape and transit street priority improvements to a portion of the region's primary transit corridor – Third Avenue between S. Jackson Street and Denny Way in Seattle. The current scope includes design and construction of a new bus stop, streetscape, and roadway between S Main St and Yesler Way/Prefontaine Place South. This work builds on 30% design that was done for the entire corridor between Jackson and Denny under 1116745.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

# Capital Appropriation Proposal



**NARRATIVES** TDC 3D AVE YESL TO MAIN 1134232

## 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC REGNAL TR INTEGR PR MGMT 1134235

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC REGNAL TR INTEGR PR MGMT |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 03/30/20 | $671,037 | ($504,491) | $0 | $0 | $166,546 |
| **2 Preliminary Design** 03/31/20 - 12/31/28 | $0 | $504,491 | $347,218 | $391,321 | $1,243,031 |
| **3 Final Design** 01/01/29 - 05/30/29 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/31/29 - 05/25/30 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/29 - 03/01/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 03/31/20 - 06/28/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$671,037** | **$0** | **$347,218** | **$391,321** | **$1,409,577** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $347,218 | $391,321 | $738,540 |
| **Total Revenue** | **$0** | **$347,218** | **$391,321** | **$738,540** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC REGNAL TR INTEGR PR MGMT 1134235

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $123,167 | $43,379 | $0 | $0 | $0 | $166,546 |
| 2 Prelim Design | $0 | $131,031 | $351,680 | $368,998 | $391,321 | $1,243,031 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$123,167** | **$174,410** | **$351,680** | **$368,998** | **$391,321** | **$1,409,577** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $166,546 | $123,167 | $671,037 | $166,546 |
| 2 Preliminary Design | $0 | $1,659,158 | $0 | $0 | $131,031 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,825,704** | **$123,167** | **$671,037** | **$297,577** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $504,491 | ($504,491) | $0 | $0 |
| 2 Preliminary Design | ($131,031) | $504,491 | $351,680 | $21,780 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$373,460** | **$0** | **$351,680** | **$21,780** |

**NARRATIVES** TDC REGNAL TR INTEGR PR MGMT 1134235

## Current Scope

Regional Transit Integration Program Management - This project includes planning for capital programs and projects within the Regional Transit Integration Sub Portfolio. The Regional Partnership Integration Sub Portfolio contains the following programs: Partnerships and Transit Oriented Communities. Program management activities will include coordination across Metro's strategic and service planning functions and with partner agencies as well as prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. Ongoing monitoring of projects for progress and changes and tracking interdependencies allows for ongoing coordination of projects in other programs.

# Capital Appropriation Proposal



**NARRATIVES** TDC REGNAL TR INTEGR PR MGMT 1134235

## 1. PROJECT SCOPE

Regional Transit Integration Program Management - This project includes planning for capital programs and projects within the Regional Transit Integration Sub Portfolio. The Regional Partnership Integration Sub Portfolio contains the following programs: Partnerships and Transit Oriented Communities. Program management activities will include coordination across Metro's strategic and service planning functions and with partner agencies as well as prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. Ongoing monitoring of projects for progress and changes and tracking interdependencies allows for ongoing coordination of projects in other programs.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Coordination of these programs is critical to leveraging funding opportunities with other agency partners and improving route and customer experience improvements that support existing and expansions of service. All activities are devoted to moving capital projects and programs forward expeditiously into design and completion of delivery and are supported by capital funds.

## 4. PROJECT BENEFITS/OUTCOMES

All activities are devoted to moving capital projects and programs forward expeditiously into design and completion of delivery and are supported by capital funds. Benefits include setting projects on a path of steady progress towards completion, identifying and addressing flaws and risks where possible in advance of passing on to a project manager for design. Work done to improve scope and schedule will help define needed staff resources so that projects do not move into design prematurely until resources are available. In many cases, partners will conduct the final implementation of the capital projects, saving Metro staff resources.

## 5. BUDGET REQUEST BASIS

This request is based on estimated staffing in the capital planning and portfolio management organization needed to perform the project planning and program management duties within the Regional Transit Integration Sub Portfolio. This includes a modest amount of professional services to augment staff expertise.

## 6. FUNDING AND REVENUE DISCUSSION

This project will be funded by the Public Transportation Fund, capital sub fund

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

New project.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

# Capital Appropriation Proposal



**NARRATIVES** TDC REGNAL TR INTEGR PR MGMT 1134235

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Achieving SCAP countywide transportation goals depends on partnerships with local jurisdictions. As applicable this project will support: GHG 2.5.1 Partner with local jurisdictions to develop plans for transit corridors that provide safe and reliable transit services.

SCAP goals are considered as part of the prioritization process of projects and the benefits expected from project implementation. Program management entails monitoring that the anticipated benefits are achieved through implementation of the projects.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

This project provides capital planning to two specific capital programs- Partnerships and Transit Oriented Developments. Capital planning and program management ensures that Metro Transit makes the right level of investment in the right projects in these program areas through prioritization, feasibility study, partnership and funding agreements and project formulation work.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## I LINE (TDC AUBURN TC RENTON TC RR (I)) 1134237

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 5, 7 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/01/2023 |
| **Location** | Renton, Kent and Auburn |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 06/29/19 | $135,306 | ($85,949) | $0 | $0 | $49,358 |
| **2 Preliminary Design** 06/30/19 - 09/30/20 | $2,779,736 | $4,424,210 | $0 | $0 | $7,203,946 |
| **3 Final Design** 10/01/20 - 12/31/21 | $3,253,548 | $6,718,557 | $0 | $0 | $9,972,105 |
| **4 Implementation** 01/01/22 - 10/01/23 | $111,951 | $87,962,579 | $0 | $0 | $88,074,530 |
| **5 Closeout** 10/02/23 - 03/31/24 | $0 | $7,873,512 | $0 | $0 | $7,873,512 |
| **6 Acquisition** 10/01/20 - 12/31/21 | $5,026,544 | $1,220 | $0 | $0 | $5,027,764 |
| **Total Budget** | **$11,307,085** | **$106,894,129** | **$0** | **$0** | **$118,201,214** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $1,058,358 | $0 | $0 | $1,058,358 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $43,265,134 | $0 | $0 | $43,265,134 |
| **33118 - FED TRANSIT CAP INVEST** | $55,628,995 | $0 | $0 | $55,628,995 |
| **33436 - WA ST DEPT TRANSPORTATION** | $8,000,000 | $0 | $0 | $8,000,000 |
| **Total Revenue** | **$106,894,129** | **$0** | **$0** | **$106,894,129** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC AUBURN TC RENTON TC RR (I) 1134237

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $49,358 | $0 | $0 | $0 | $0 | $49,358 |
| 2 Prelim Design | $3,146,883 | $4,057,064 | $0 | $0 | $0 | $7,203,946 |
| 3 Final Design | $1,264 | $2,385,264 | $7,585,577 | $0 | $0 | $9,972,105 |
| 4 Implementation | $111,951 | $0 | $49,012,753 | $37,891,468 | $0 | $87,016,172 |
| 5 Closeout | $0 | $0 | $0 | $7,873,512 | $0 | $7,873,512 |
| 6 Acquisition | $0 | $58,078 | $4,969,686 | $0 | $0 | $5,027,764 |
| **Total Expense** | **$3,309,455** | **$6,500,406** | **$61,568,016** | **$45,764,980** | **$0** | **$117,142,857** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $49,358 | $79,557 | $135,306 | $49,358 |
| 2 Preliminary Design | $0 | $7,203,946 | $3,503,741 | $2,779,736 | $7,203,946 |
| 3 Final Design | $0 | $9,972,105 | $1,787 | $3,253,548 | $2,386,528 |
| 4 Implementation | $0 | $87,016,172 | $112,051 | $111,951 | $111,951 |
| 5 Closeout | $0 | $7,873,512 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $5,027,764 | $0 | $5,026,544 | $58,078 |
| **Total** | **$0** | **$117,142,857** | **$3,697,136** | **$11,307,085** | **$9,809,861** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $85,949 | ($85,949) | $0 | $0 |
| 2 Preliminary Design | ($4,424,210) | $4,424,210 | $0 | $0 |
| 3 Final Design | $867,020 | $6,718,557 | $7,585,577 | $0 |
| 4 Implementation | $0 | $87,962,579 | $49,012,753 | $38,949,826 |
| 5 Closeout | $0 | $7,873,512 | $0 | $7,873,512 |
| 6 Acquisition | $4,968,466 | $1,220 | $4,969,686 | $0 |
| **Total** | **$1,497,225** | **$106,894,129** | **$61,568,016** | **$46,823,338** |

**NARRATIVES** TDC AUBURN TC RENTON TC RR (I) 1134237

## Current Scope

Auburn Transit Center to Renton Transit Center RapidRide - This project will plan, design, and implement the necessary infrastructure improvements to launch RapidRide service from the Auburn Transit Center to the Renton Transit Center. These infrastructure projects include passenger facilities, roadway, signal, and intelligent transportation system (ITS) improvements which result in better transit speed and reliability, access to transit projects - which reduce barriers for people to reach transit - and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing. This budget does not include vehicles.

# Capital Appropriation Proposal



**NARRATIVES** TDC AUBURN TC RENTON TC RR (I) 1134237

## 1. PROJECT SCOPE

Auburn Transit Center to Renton Transit Center RapidRide - This project will plan, design, and implement the necessary infrastructure improvements to launch RapidRide service from the Auburn Transit Center to the Renton Transit Center. These infrastructure projects include passenger facilities, roadway, signal, and intelligent transportation system (ITS) improvements which result in better transit speed and reliability, access to transit projects - which reduce barriers for people to reach transit - and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing. This budget does not include vehicles.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project is part of the METRO CONNECTS RapidRide Expansion Program and will be led by King County Metro. The project will result in improved service and ridership along the corridor and support regional growth. The Renton-Kent-Auburn RapidRide Line was prioritized for implementation based on criteria developed in METRO CONNECTS, including: geographic balance, equity and social justice factors, ridership growth potential, implementation complexity, partnership opportunities and commitments, grant funding opportunities, and high capacity transit network connectivity.

## 4. PROJECT BENEFITS/OUTCOMES

This project will create a new RapidRide corridor. Historically RR corridors have been a successful way to increase ridership within a corridor area. Most of the previous 6 RapidRide lines have increase daily trips by more than 50% within the first few years of operations.

## 5. BUDGET REQUEST BASIS

Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. The requested budget will move the project through the construction phase of project delivery. Acquisition expenditures are aligned with when acquisition activities are expected to take place.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded primarily through Metro funds. The total spending authority being request is approximately 90% of the Metro Connects cost estimate with more than 50% of the project funds coming from various grant sources including secured State and Local funding, and an expected federal grant.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This capital project will create assets which need to be maintained along the corridor. These assets include shelters, real time information signs, trash bins and ORCA fare collection equipment.

## 8. PROJECT STATUS

This project is currently at a 10% design level, having completed planning activities including alternatives analysis to move into 30% design. The locally preferred alternative has been approved by the King County Council through the alignment ordinance process in Q2 2020. NEPA documentation is expected to be complete in Q3 2020, and the project will be baselined in Q1 2021.

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis was completed as part of the Corridor Planning Upgrade Report process, where projects were vetted for benefits, costs, and meeting the project goals. A preferred concept has been identified with support and input from the community and jurisdictional partners.

## 10. OTHER AGENCY INVOLVEMENT

The cities of Renton, Kent, and Auburn as well as Washington State Department of Transportation (WSDOT) and Sound Transit have been active partners in developing the project. Support for the locally preferred alternative and preferred capital projects has been developed in partnership with our city partners. Continued engagement through the design phase will keep the project on schedule and ensure it is meeting Metro and partner agency goals and expectations.

# Capital Appropriation Proposal



**NARRATIVES** TDC AUBURN TC RENTON TC RR (I) 1134237

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The King County Council Alignment Ordinance process to adopt the Locally Preferred Alternative included an EIR document detailing the projects efforts to lead with equity as per county guidance. Additionally, preliminary engineering decision processes included methodology for including equity and social justice goals in selecting the locally preferred alternative as well as the preferred capital projects.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and advance SCAP Green Building goals by achieving third-party Envision certification Platinum rating and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by providing fast, reliable, integrated mobility services and priority action GHG 2.5.3 Provide sustained and increased transit frequency.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC DUCT LEASE 1134238

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $2,091,896 | ($2,091,896) | $0 | $0 | $0 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,091,896** | **($2,091,896)** | **$0** | **$0** | **$0** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC DUCT LEASE 1134238

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $2,091,896 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$2,091,896** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $2,091,896 | ($2,091,896) | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,091,896** | **($2,091,896)** | **$0** | **$0** |

## NARRATIVES

TDC DUCT LEASE 1134238

### Current Scope

Duct Lease - This project supports the annual billing from Seattle City Light for the lease of ducts and vaults around the City of Seattle. These have previously billed to Project 1130328 TDC Harrison Duct Replacement which utilized this lease as a mitigation to additional duct construction.

### 1. PROJECT SCOPE

Duct Lease - This project supports the annual billing from Seattle City Light for the lease of ducts and vaults around the City of Seattle. These have previously billed to Project 1130328 TDC Harrison Duct Replacement which utilized this lease as a mitigation to additional duct construction.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC DUCT LEASE 1134238

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CB VM PH2 BUS LIFTS 1134239

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2023 |
| **Location** | 640 S Massachusetts St |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 08/01/20 - 11/28/20 | $21,423 | $10,476 | $0 | $0 | $31,899 |
| **2 Preliminary Design** 11/29/20 - 05/27/21 | $94,858 | $85,072 | $0 | $0 | $179,930 |
| **3 Final Design** 05/28/21 - 01/22/22 | $0 | $396,219 | $0 | $0 | $396,219 |
| **4 Implementation** 01/23/22 - 02/26/23 | $1,163 | $1,813,900 | $0 | $0 | $1,815,063 |
| **5 Closeout** 02/27/23 - 06/26/23 | $0 | $79,557 | $0 | $0 | $79,557 |
| **6 Acquisition** 08/01/20 - 08/01/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$117,444** | **$2,385,223** | **$0** | **$0** | **$2,502,667** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,385,223 | $0 | $0 | $2,385,223 |
| **Total Revenue** | **$2,385,223** | **$0** | **$0** | **$2,385,223** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC CB VM PH2 BUS LIFTS 1134239

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $146 | $31,753 | $0 | $0 | $0 | $31,899 |
| 2 Prelim Design | $61 | $32,646 | $147,223 | $0 | $0 | $179,930 |
| 3 Final Design | $0 | $0 | $396,219 | $0 | $0 | $396,219 |
| 4 Implementation | $2,552 | $0 | $1,547,758 | $264,753 | $0 | $1,815,063 |
| 5 Closeout | $0 | $0 | $0 | $79,557 | $0 | $79,557 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,759** | **$64,399** | **$2,091,199** | **$344,310** | **$0** | **$2,502,667** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $31,899 | $2,054 | $21,423 | $31,899 |
| 2 Preliminary Design | $0 | $179,930 | $61 | $94,858 | $32,707 |
| 3 Final Design | $0 | $396,219 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,815,063 | $2,552 | $1,163 | $2,552 |
| 5 Closeout | $0 | $79,557 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,502,667** | **$4,667** | **$117,444** | **$67,158** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($10,476) | $10,476 | $0 | $0 |
| 2 Preliminary Design | $62,151 | $85,072 | $147,223 | $0 |
| 3 Final Design | $0 | $396,219 | $396,219 | $0 |
| 4 Implementation | ($1,389) | $1,813,900 | $1,547,758 | $264,753 |
| 5 Closeout | $0 | $79,557 | $0 | $79,557 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$50,286** | **$2,385,224** | **$2,091,200** | **$344,310** |

**NARRATIVES** TDC CB VM PH2 BUS LIFTS 1134239

## Current Scope

Central Base Vehicle Maintenance Phase 2 Bus Lift Replacement - This project includes replacement of one Stertil Koni Omer parallelogram lift.

## 1. PROJECT SCOPE

Central Base Vehicle Maintenance Phase 2 Bus Lift Replacement - This project includes replacement of one Stertil Koni Omer parallelogram lift.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC CB VM PH2 BUS LIFTS 1134239

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an conditional assessment rating of poor. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in renewed assets with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. The budget requested is necessary to cover total project costs through completion in 2022.

## 6. FUNDING AND REVENUE DISCUSSION

This project is pursuing up to 80% revenue from a Federal Bus and Bus Facilities grant. Notice of award for this grant is anticipated in November 2020.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is an ongoing project, completing its planning phase in 2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will engage with stakeholders to improve lift system operating conditions where feasible and construction contract language will include Federally approved ESJ opportunities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

**NARRATIVES** TDC CB VM PH2 BUS LIFTS 1134239

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC AB YARD REFURB 1134240

MPA Reporting, Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2025 |
| **Location** | 1500 6th Ave S, Seattle WA 98134 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 04/29/20 | $366,112 | ($3,194) | $0 | $0 | $362,918 |
| **2 Preliminary Design** 04/30/20 - 11/15/20 | $950,706 | $1,078,607 | $0 | $0 | $2,029,313 |
| **3 Final Design** 11/16/20 - 03/30/22 | $1,673,114 | $4,358,106 | $0 | $0 | $6,031,220 |
| **4 Implementation** 03/31/22 - 01/05/26 | $29,720 | $31,800,471 | $0 | $0 | $31,830,191 |
| **5 Closeout** 01/06/26 - 05/05/26 | $0 | $1,624,815 | $0 | $0 | $1,624,815 |
| **6 Acquisition** 04/30/20 - 04/30/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,019,652** | **$38,858,805** | **$0** | **$0** | **$41,878,457** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $8,843,419 | $0 | $0 | $8,843,419 |
| **33118 - FED TRANSIT CAP INVEST** | $30,015,386 | $0 | $0 | $30,015,386 |
| **Total Revenue** | **$38,858,805** | **$0** | **$0** | **$38,858,805** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC AB YARD REFURB 1134240

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $249,617 | $113,301 | $0 | $0 | $0 | $362,918 |
| 2 Prelim Design | $0 | $2,029,313 | $0 | $0 | $0 | $2,029,313 |
| 3 Final Design | $0 | $539,225 | $5,491,995 | $0 | $0 | $6,031,220 |
| 4 Implementation | $29,720 | $0 | $6,077,056 | $16,820,930 | $8,902,484 | $31,830,191 |
| 5 Closeout | $0 | $0 | $0 | $0 | $1,624,815 | $1,624,815 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$279,337** | **$2,681,840** | **$11,569,051** | **$16,820,930** | **$10,527,299** | **$41,878,457** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $362,918 | $404,005 | $366,112 | $362,918 |
| 2 Preliminary Design | $0 | $2,029,313 | $9,947 | $950,706 | $2,029,313 |
| 3 Final Design | $0 | $6,031,220 | $0 | $1,673,114 | $539,225 |
| 4 Implementation | $0 | $31,830,191 | $29,720 | $29,720 | $29,720 |
| 5 Closeout | $0 | $1,624,815 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$41,878,457** | **$443,672** | **$3,019,652** | **$2,961,176** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $3,194 | ($3,194) | $0 | $0 |
| 2 Preliminary Design | ($1,078,607) | $1,078,607 | $0 | $0 |
| 3 Final Design | $1,133,889 | $4,358,106 | $5,491,995 | $0 |
| 4 Implementation | $0 | $31,800,471 | $6,077,056 | $25,723,414 |
| 5 Closeout | $0 | $1,624,815 | $0 | $1,624,815 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$58,476** | **$38,858,805** | **$11,569,051** | **$27,348,229** |

**NARRATIVES** TDC AB YARD REFURB 1134240

## Current Scope

Atlantic Base Yard Refurbishment - This project involves yard and infrastructure replacement for the Atlantic Base Yard including replacement of site lighting poles and fixtures, domestic water distribution system, fire water system and hydrants, and concrete panels (pavement).

## 1. PROJECT SCOPE

Atlantic Base Yard Refurbishment - This project involves yard and infrastructure replacement for the Atlantic Base Yard including replacement of site lighting poles and fixtures, domestic water distribution system, fire water system and hydrants, and concrete panels (pavement).

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC AB YARD REFURB 1134240

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.

## 6. FUNDING AND REVENUE DISCUSSION

FTA grant 1731-2018-13/EBS 118518

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance

## 8. PROJECT STATUS

This is a new capital project request.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC AB YARD REFURB 1134240

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SBVM HVAC REPL 1134242

MPA Reporting, Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | 12100 E Marginal Way S, Tukwila |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 07/01/20 - 09/28/20 | $11,642 | $52,550 | $0 | $0 | $64,192 |
| **2 Preliminary Design** 09/29/20 - 05/31/23 | $79,149 | $478,364 | $0 | $0 | $557,513 |
| **3 Final Design** 06/01/23 - 12/17/23 | $117,656 | $554,417 | $0 | $0 | $672,073 |
| **4 Implementation** 12/18/23 - 09/02/24 | $2,084 | $0 | $12,847,651 | $0 | $12,849,735 |
| **5 Closeout** 09/03/24 - 12/31/24 | $0 | $0 | $57,616 | $0 | $57,616 |
| **6 Acquisition** 12/13/19 - 12/13/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$210,531** | **$1,085,331** | **$12,905,267** | **$0** | **$14,201,129** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,085,331 | $2,105,267 | $0 | $3,190,598 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $10,800,000 | $0 | $10,800,000 |
| **Total Revenue** | **$1,085,331** | **$12,905,267** | **$0** | **$13,990,598** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SBVM HVAC REPL 1134242

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $1,937 | $62,255 | $0 | $0 | $0 | $64,192 |
| 2 Prelim Design | $186 | $92,124 | $51,081 | $414,122 | $0 | $557,513 |
| 3 Final Design | $0 | $0 | $0 | $672,073 | $0 | $672,073 |
| 4 Implementation | $2,084 | $0 | $0 | $12,847,651 | $0 | $12,849,735 |
| 5 Closeout | $0 | $0 | $0 | $57,616 | $0 | $57,616 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$4,207** | **$154,380** | **$51,081** | **$13,991,462** | **$0** | **$14,201,129** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $64,192 | $3,571 | $11,642 | $64,192 |
| 2 Preliminary Design | $0 | $557,513 | $186 | $79,149 | $92,311 |
| 3 Final Design | $0 | $672,073 | $0 | $117,656 | $0 |
| 4 Implementation | $0 | $12,849,735 | $2,084 | $2,084 | $2,084 |
| 5 Closeout | $0 | $57,616 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$14,201,129** | **$5,841** | **$210,531** | **$158,587** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($52,550) | $52,550 | $0 | $0 |
| 2 Preliminary Design | ($13,162) | $478,364 | $51,081 | $414,122 |
| 3 Final Design | $117,656 | $554,417 | $0 | $672,073 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$51,944** | **$1,085,331** | **$51,081** | **$1,086,195** |

**NARRATIVES** TDC SBVM HVAC REPL 1134242

## Current Scope

South Base Vehicle Maintenance HVAC Replacement - This project includes replacement of the South Base Vehicle Maintenance air handlers, dust collection, and vehicle exhaust system.

## 1. PROJECT SCOPE

South Base Vehicle Maintenance HVAC Replacement - This project includes replacement of the South Base Vehicle Maintenance air handlers, dust collection, and vehicle exhaust system.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC SBVM HVAC REPL 1134242

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an average conditional rating of marginal to poor. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The 2021-2022 funding request will support project planning through approximately 60% design. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and FTA Section 5307 Earned Share FY 2021 funds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

Ongoing project, completing planning and pre-design phases in 2020 and deferring implementation to 2023-2024.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide a more comfortable environment for front-line employees and engage stakeholders as system is being designed. Construction contract language will include Federally approved ESJ opportunities including but not limited to: mentoring, capacity building, and education/outreach on latest HVAC technology with apprenticeship or student programs.

**NARRATIVES** TDC SBVM HVAC REPL 1134242

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce natural gas (fossil fuel) and electricity consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SF MAINT HVAC REPL 1134243

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | 12100 E MARGINAL WY S, Tukwila 98168: South Base Vehicle Maintenance |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 09/16/20 | $12,559 | $153,272 | $0 | $0 | $165,831 |
| **2 Preliminary Design** 09/17/20 - 04/04/21 | $65,355 | $355,398 | $0 | $0 | $420,753 |
| **3 Final Design** 04/05/21 - 10/21/21 | $436,771 | $107,850 | $0 | $0 | $544,621 |
| **4 Implementation** 10/22/21 - 11/25/22 | $4,356,656 | $2,939,315 | $0 | $0 | $7,295,971 |
| **5 Closeout** 11/26/22 - 03/25/23 | $1,021,709 | ($942,687) | $0 | $0 | $79,022 |
| **6 Acquisition** 09/17/20 - 09/17/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$5,893,050** | **$2,613,148** | **$0** | **$0** | **$8,506,198** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **33118 - FED TRANSIT CAP INVEST** | $2,613,148 | $0 | $0 | $2,613,148 |
| **Total Revenue** | **$2,613,148** | **$0** | **$0** | **$2,613,148** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SF MAINT HVAC REPL 1134243

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $19,219 | $146,612 | $0 | $0 | $0 | $165,831 |
| 2 Prelim Design | $0 | $221,207 | $199,546 | $0 | $0 | $420,753 |
| 3 Final Design | $0 | $0 | $544,621 | $0 | $0 | $544,621 |
| 4 Implementation | $58,347 | $0 | $7,237,624 | $0 | $0 | $7,295,971 |
| 5 Closeout | $0 | $0 | $23,299 | $55,723 | $0 | $79,022 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$77,566** | **$367,819** | **$8,005,090** | **$55,723** | **$0** | **$8,506,198** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $165,831 | $48,236 | $12,559 | $165,831 |
| 2 Preliminary Design | $0 | $420,753 | $1,056 | $65,355 | $221,207 |
| 3 Final Design | $0 | $544,621 | $0 | $436,771 | $0 |
| 4 Implementation | $0 | $7,295,971 | $58,347 | $4,356,656 | $58,347 |
| 5 Closeout | $0 | $79,022 | $0 | $1,021,709 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,506,198** | **$107,639** | **$5,893,050** | **$445,385** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($153,272) | $153,272 | $0 | $0 |
| 2 Preliminary Design | ($155,852) | $355,398 | $199,546 | $0 |
| 3 Final Design | $436,771 | $107,850 | $544,621 | $0 |
| 4 Implementation | $4,298,309 | $2,939,315 | $7,237,624 | $0 |
| 5 Closeout | $1,021,709 | ($942,687) | $23,299 | $55,723 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$5,447,665** | **$2,613,148** | **$8,005,090** | **$55,723** |

**NARRATIVES** TDC SF MAINT HVAC REPL 1134243

## Current Scope

South Facilities Maintenance HVAC Replacement - This project will support the replacement of the South facilities air handlers (HVAC) and dust collection systems.

## 1. PROJECT SCOPE

South Facilities Maintenance HVAC Replacement - This project will support the replacement of the South facilities air handlers (HVAC) and dust collection systems.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC SF MAINT HVAC REPL 1134243

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an average conditional rating of marginal to poor. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

Funding will support the complete replacement of the asset with implementation in 2021-2022. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and FTA FY2021 Sect 5307 PS and FY 2022 Sect. 5307 Earned Share grant funds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

Active project with anticipated completion of the planning and pre-design phases in 2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will provide a more comfortable environment for front-line employees and engage with stakeholders as system is being installed Construction contract language will include ESJ opportunities including but not limited to: mentoring, capacity building, and education/outreach on latest HVAC technology with apprenticeship or student programs.

**NARRATIVES** TDC SF MAINT HVAC REPL 1134243

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce natural gas (fossil fuel) and electricity consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BB WASH PH2 BUS LIFT 1134245

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/30/2024 |
| **Location** | 1790 124th Ave NE, Bellevue |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 03/31/19 - 10/20/22 | $16,730 | $42,220 | $0 | $0 | $58,950 |
| **2 Preliminary Design** 10/21/22 - 02/17/23 | $108,989 | $99,447 | $0 | $0 | $208,436 |
| **3 Final Design** 02/18/23 - 07/17/23 | $30,361 | $286,549 | $0 | $0 | $316,910 |
| **4 Implementation** 07/18/23 - 02/02/24 | $3,137 | $0 | $1,859,842 | $0 | $1,862,979 |
| **5 Closeout** 02/03/24 - 05/02/24 | $0 | $0 | $43,520 | $0 | $43,520 |
| **6 Acquisition** 10/21/22 - 10/21/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$159,217** | **$428,217** | **$1,903,362** | **$0** | **$2,490,795** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $428,217 | $1,903,362 | $0 | $2,331,578 |
| **Total Revenue** | **$428,217** | **$1,903,362** | **$0** | **$2,331,578** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BB WASH PH2 BUS LIFT 1134245

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $175 | $244 | $58,531 | $0 | $0 | $58,950 |
| 2 Prelim Design | $0 | $0 | $123,760 | $84,676 | $0 | $208,436 |
| 3 Final Design | $0 | $0 | $0 | $316,910 | $0 | $316,910 |
| 4 Implementation | $1,576 | $0 | $0 | $1,861,403 | $0 | $1,862,979 |
| 5 Closeout | $0 | $0 | $0 | $43,520 | $0 | $43,520 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,751** | **$244** | **$182,292** | **$2,306,508** | **$0** | **$2,490,795** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $58,950 | $835 | $16,730 | $419 |
| 2 Preliminary Design | $0 | $208,436 | $0 | $108,989 | $0 |
| 3 Final Design | $0 | $316,910 | $0 | $30,361 | $0 |
| 4 Implementation | $0 | $1,862,979 | $1,576 | $3,137 | $1,576 |
| 5 Closeout | $0 | $43,520 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,490,795** | **$2,411** | **$159,217** | **$1,995** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $16,311 | $42,220 | $58,531 | $0 |
| 2 Preliminary Design | $108,989 | $99,447 | $123,760 | $84,676 |
| 3 Final Design | $30,361 | $286,549 | $0 | $316,910 |
| 4 Implementation | $1,561 | $0 | $0 | $1,561 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$157,222** | **$428,216** | **$182,291** | **$403,147** |

**NARRATIVES** TDC BB WASH PH2 BUS LIFT 1134245

## Current Scope

Bellevue Base Wash Phase 2 Bus Lift - This project supports the replacement of one bus lift in the Bellevue Base Steam Bay.

## 1. PROJECT SCOPE

Bellevue Base Wash Phase 2 Bus Lift - This project supports the replacement of one bus lift in the Bellevue Base Steam Bay.

## 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** TDC BB WASH PH2 BUS LIFT 1134245

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have a conditional rating of poor. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

Funding will complete the planning and preliminary design for the project in 2022, with final design and implementation occurring in the 2023-2024 biennium. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is an active project with planning and pre-design activities deferred from 2020 to 2022.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will engage with stakeholders to improve lift system operating conditions where feasible and construction contract language will include approved ESJ opportunities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

**NARRATIVES** TDC BB WASH PH2 BUS LIFT 1134245

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC AB VM PH2 BUS LIFTS 1134246

MPA Reporting, Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2023 |
| **Location** | 1555 Airport Way S, Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 11/01/19 - 05/18/20 | $95,528 | $5,664 | $0 | $0 | $101,192 |
| **2 Preliminary Design** 05/19/20 - 12/04/20 | $486,690 | $242,006 | $0 | $0 | $728,696 |
| **3 Final Design** 12/05/20 - 09/30/21 | $1,213,192 | $966,774 | $0 | $0 | $2,179,966 |
| **4 Implementation** 10/01/21 - 10/30/23 | $11,526,785 | ($185,942) | $0 | $0 | $11,340,843 |
| **5 Closeout** 10/31/23 - 02/27/24 | $326,647 | $1,734,128 | $0 | $0 | $2,060,775 |
| **6 Acquisition** 08/01/23 - 08/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$13,648,842** | **$2,762,630** | **$0** | **$0** | **$16,411,472** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **33118 - FED TRANSIT CAP INVEST** | $2,762,630 | $0 | $0 | $2,762,630 |
| **Total Revenue** | **$2,762,630** | **$0** | **$0** | **$2,762,630** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC AB VM PH2 BUS LIFTS 1134246

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $15,586 | $85,606 | $0 | $0 | $0 | $101,192 |
| 2 Prelim Design | $0 | $728,696 | $0 | $0 | $0 | $728,696 |
| 3 Final Design | $0 | $196,197 | $1,983,769 | $0 | $0 | $2,179,966 |
| 4 Implementation | $135,137 | $0 | $6,778,036 | $4,427,670 | $0 | $11,340,843 |
| 5 Closeout | $0 | $0 | $0 | $2,060,775 | $0 | $2,060,775 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$150,723** | **$1,010,499** | **$8,761,806** | **$6,488,445** | **$0** | **$16,411,472** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $101,192 | $33,524 | $95,528 | $101,192 |
| 2 Preliminary Design | $0 | $728,696 | $803 | $486,690 | $728,696 |
| 3 Final Design | $0 | $2,179,966 | $0 | $1,213,192 | $196,197 |
| 4 Implementation | $0 | $11,340,843 | $135,137 | $11,526,785 | $135,137 |
| 5 Closeout | $0 | $2,060,775 | $0 | $326,647 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$16,411,472** | **$169,464** | **$13,648,842** | **$1,161,222** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($5,664) | $5,664 | $0 | $0 |
| 2 Preliminary Design | ($242,006) | $242,006 | $0 | $0 |
| 3 Final Design | $1,016,995 | $966,774 | $1,983,769 | $0 |
| 4 Implementation | $11,391,648 | ($185,942) | $6,778,036 | $4,427,670 |
| 5 Closeout | $326,647 | $1,734,128 | $0 | $2,060,775 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$12,487,620** | **$2,762,630** | **$8,761,805** | **$6,488,445** |

**NARRATIVES** TDC AB VM PH2 BUS LIFTS 1134246

## Current Scope

Atlantic Base Vehicle Maintenance Phase 2 Bus Lifts - This project supports replacement of up to four Rotary Post Axle Lifts, one Rotary Post Platform Lift, and four Stertil Koni Omer Parallelogram Lifts at Atlantic Base.

## 1. PROJECT SCOPE

Atlantic Base Vehicle Maintenance Phase 2 Bus Lifts - This project supports replacement of up to four Rotary Post Axle Lifts, one Rotary Post Platform Lift, and four Stertil Koni Omer Parallelogram Lifts at Atlantic Base.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC AB VM PH2 BUS LIFTS 1134246

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have a current condition of adequate but are expected to reach the end of their useful life around the time of implementation. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The 2021-2022 funding request is expected to support design and implementation. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.

## 6. FUNDING AND REVENUE DISCUSSION

FTA award is 1731-2020-6 | EBS 120519. No revenue recorded prior to FY2020.

This project is revenue funded by up to 80% with a Federal Transit Administration grant for Fixed Guideway Capital Investments. The remaining 20% is funded by Metro's internal fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is an active project with planning and pre-design phases completing in 2020. 2021-2022 funding will support implementation.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will engage with stakeholders to improve lift system operating conditions where feasible and construction contract language will include Federally approved ESJ opportunities.

**NARRATIVES** TDC AB VM PH2 BUS LIFTS 1134246

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CB WASH VAC REPLAC 1134247

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $191,663 | $0 | $0 | $191,663 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $190,170 | $0 | $0 | $190,170 |
| **3 Final Design** 01/01/20 - 12/31/20 | $418,701 | ($181,180) | $0 | $0 | $237,521 |
| **4 Implementation** 01/01/20 - 12/31/20 | $2,419,357 | ($1,180,833) | $0 | $0 | $1,238,524 |
| **5 Closeout** 01/01/20 - 12/31/20 | $641,591 | ($598,589) | $0 | $0 | $43,002 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,479,649** | **($1,578,768)** | **$0** | **$0** | **$1,900,881** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC CB WASH VAC REPLAC 1134247

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $6,112 | $0 | $0 | $0 | $0 | $6,112 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $3,515 | $0 | $0 | $0 | $0 | $3,515 |
| **4 Implementation** | $34,452 | $0 | $0 | $0 | $0 | $34,452 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$44,079** | **$0** | **$0** | **$0** | **$0** | **$44,079** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $119,686 | $0 | $6,112 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $8,882 | $418,701 | $3,515 |
| 4 Implementation | $0 | $0 | $34,452 | $2,419,357 | $34,452 |
| 5 Closeout | $0 | $0 | $0 | $641,591 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$163,020** | **$3,479,649** | **$44,079** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($6,112) | $191,663 | $0 | $185,551 |
| 2 Preliminary Design | $0 | $190,170 | $0 | $190,170 |
| 3 Final Design | $415,186 | ($181,180) | $0 | $234,007 |
| 4 Implementation | $2,384,905 | ($1,180,833) | $0 | $1,204,072 |
| 5 Closeout | $641,591 | ($598,589) | $0 | $43,002 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$3,435,570** | **($1,578,769)** | **$0** | **$1,856,802** |

## NARRATIVES

TDC CB WASH VAC REPLAC 1134247

### Current Scope

Central Base Wash and Vacuum Replacement - This project will support the replacement of the Central Base wash and vacuum system and wash building interior systems, including fire alarm, ventilation, compressed air distribution, power, and piping.

### 1. PROJECT SCOPE

Central Base Wash and Vacuum Replacement - This project will support the replacement of the Central Base wash and vacuum system and wash building interior systems, including fire alarm, ventilation, compressed air distribution, power, and piping.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC CB WASH VAC REPLAC 1134247

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BBFW WASH VAC REPLAC 1134248

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $35,615 | $31,271 | $0 | $0 | $66,886 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $106,845 | $63,426 | $0 | $0 | $170,271 |
| **3 Final Design** 01/01/20 - 12/31/20 | $222,783 | ($17,495) | $0 | $0 | $205,288 |
| **4 Implementation** 01/01/20 - 12/31/20 | $2,418,702 | ($1,103,700) | $0 | $0 | $1,315,002 |
| **5 Closeout** 01/01/20 - 12/31/20 | $629,517 | ($583,277) | $0 | $0 | $46,240 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,413,462** | **($1,609,774)** | **$0** | **$0** | **$1,803,688** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** TDC BBFW WASH VAC REPLAC 1134248

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $291 | $0 | $0 | $0 | $0 | $291 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $33,797 | $0 | $0 | $0 | $0 | $33,797 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$34,088** | **$0** | **$0** | **$0** | **$0** | **$34,088** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,115 | $35,615 | $291 |
| 2 Preliminary Design | $0 | $0 | $0 | $106,845 | $0 |
| 3 Final Design | $0 | $0 | $0 | $222,783 | $0 |
| 4 Implementation | $0 | $0 | $33,797 | $2,418,702 | $33,797 |
| 5 Closeout | $0 | $0 | $0 | $629,517 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$34,912** | **$3,413,462** | **$34,088** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $35,324 | $31,271 | $0 | $66,596 |
| 2 Preliminary Design | $106,845 | $63,426 | $0 | $170,271 |
| 3 Final Design | $222,783 | ($17,495) | $0 | $205,288 |
| 4 Implementation | $2,384,905 | ($1,103,700) | $0 | $1,281,205 |
| 5 Closeout | $629,517 | ($583,277) | $0 | $46,240 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$3,379,374** | **($1,609,775)** | **$0** | **$1,769,600** |

## NARRATIVES

TDC BBFW WASH VAC REPLAC 1134248

### Current Scope

Bellevue Base Fuel and Wash Vacuum Replacement - This project will support the replacement of Bellevue Base wash and vacuum system and wash building interior systems, including fire alarm, interior heaters, exit lighting, and power distribution.

### 1. PROJECT SCOPE

Bellevue Base Fuel and Wash Vacuum Replacement - This project will support the replacement of Bellevue Base wash and vacuum system and wash building interior systems, including fire alarm, interior heaters, exit lighting, and power distribution.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC BBFW WASH VAC REPLAC 1134248

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC EB WASH REPL 1134249

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 05/13/2022 |
| **Location** | 1975 124th Ave NE, Bellevue |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 09/01/20 - 12/29/20 | $0 | $63,448 | $0 | $0 | $63,448 |
| **2 Preliminary Design** 12/30/20 - 04/28/21 | $0 | $213,716 | $0 | $0 | $213,716 |
| **3 Final Design** 04/29/21 - 10/25/21 | $166,834 | $53,068 | $0 | $0 | $219,902 |
| **4 Implementation** 10/26/21 - 05/13/22 | $1,668 | $1,297,623 | $0 | $0 | $1,299,291 |
| **5 Closeout** 05/14/22 - 09/10/22 | $0 | $43,289 | $0 | $0 | $43,289 |
| **6 Acquisition** 12/30/20 - 12/30/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$168,502** | **$1,671,144** | **$0** | **$0** | **$1,839,646** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,671,144 | $0 | $0 | $1,671,144 |
| **Total Revenue** | **$1,671,144** | **$0** | **$0** | **$1,671,144** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC EB WASH REPL 1134249

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $63,448 | $0 | $0 | $0 | $63,448 |
| 2 Prelim Design | $0 | $3,503 | $210,213 | $0 | $0 | $213,716 |
| 3 Final Design | $125 | $0 | $219,777 | $0 | $0 | $219,902 |
| 4 Implementation | $1,786 | $0 | $1,297,504 | $0 | $0 | $1,299,291 |
| 5 Closeout | $0 | $0 | $43,289 | $0 | $0 | $43,289 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,911** | **$66,951** | **$1,770,784** | **$0** | **$0** | **$1,839,646** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $63,448 | $0 | $0 | $63,448 |
| 2 Preliminary Design | $0 | $213,716 | $0 | $0 | $3,503 |
| 3 Final Design | $0 | $219,902 | $125 | $166,834 | $125 |
| 4 Implementation | $0 | $1,299,291 | $2,514 | $1,668 | $1,786 |
| 5 Closeout | $0 | $43,289 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,839,646** | **$2,639** | **$168,502** | **$68,862** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($63,448) | $63,448 | $0 | $0 |
| 2 Preliminary Design | ($3,503) | $213,716 | $210,213 | $0 |
| 3 Final Design | $166,709 | $53,068 | $219,777 | $0 |
| 4 Implementation | ($118) | $1,297,623 | $1,297,504 | $0 |
| 5 Closeout | $0 | $43,289 | $43,289 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$99,640** | **$1,671,144** | **$1,770,783** | **$0** |

**NARRATIVES** TDC EB WASH REPL 1134249

## Current Scope

East Base Wash Replacement - This project will replace East Base bus vacuum system and power components as needed.

## 1. PROJECT SCOPE

East Base Wash Replacement - This project will replace East Base bus vacuum system and power components as needed.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC EB WASH REPL 1134249

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an average conditional assessment of marginal. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The 2021-2022 funding request is intended to support planning through closeout. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. Additionally, KPFF Consulting Engineers completed an analysis in December 2017 in which they provided an updated ROM cost for construction.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This project has been scaled back to replace the vacuum system only. A new request will be submitted if funding becomes available for other systems of the wash and fuel building(s) to be replaced.

## 9. ALTERNATIVES ANALYSIS

Alternatives Analysis was completed by KPFF in December 2017. The study included site visits to peer transit agencies to document their process for washing and vacuuming transit buses. Difficulty of implementation, cost, efficiency, and different combinations of available processes and equipment were rated with pros and cons listed for each system.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC EB WASH REPL 1134249

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce electricity consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Metro's vacuum system maintains safety and cleanliness of the buses.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NB WASH REPLAC 1134250

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 05/13/2022 |
| **Location** | 2160 N 163rd St, Shoreline |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 09/01/20 - 12/29/20 | $0 | $63,448 | $0 | $0 | $63,448 |
| **2 Preliminary Design** 12/30/20 - 04/28/21 | $0 | $213,716 | $0 | $0 | $213,716 |
| **3 Final Design** 04/29/21 - 10/25/21 | $180,938 | $38,839 | $0 | $0 | $219,777 |
| **4 Implementation** 10/26/21 - 05/13/22 | $1,809 | $1,297,504 | $0 | $0 | $1,299,313 |
| **5 Closeout** 05/14/22 - 09/10/22 | $0 | $43,289 | $0 | $0 | $43,289 |
| **6 Acquisition** 12/30/20 - 12/30/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$182,747** | **$1,656,797** | **$0** | **$0** | **$1,839,544** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,656,797 | $0 | $0 | $1,656,797 |
| **Total Revenue** | **$1,656,797** | **$0** | **$0** | **$1,656,797** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NB WASH REPLAC 1134250

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $63,448 | $0 | $0 | $0 | $63,448 |
| 2 Prelim Design | $0 | $3,503 | $210,213 | $0 | $0 | $213,716 |
| 3 Final Design | $0 | $0 | $219,777 | $0 | $0 | $219,777 |
| 4 Implementation | $1,809 | $0 | $1,297,504 | $0 | $0 | $1,299,313 |
| 5 Closeout | $0 | $0 | $43,289 | $0 | $0 | $43,289 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,809** | **$66,951** | **$1,770,784** | **$0** | **$0** | **$1,839,544** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $63,448 | $0 | $0 | $63,448 |
| 2 Preliminary Design | $0 | $213,716 | $0 | $0 | $3,503 |
| 3 Final Design | $0 | $219,777 | $208 | $180,938 | $0 |
| 4 Implementation | $0 | $1,299,313 | $1,809 | $1,809 | $1,809 |
| 5 Closeout | $0 | $43,289 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,839,544** | **$2,017** | **$182,747** | **$68,760** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($63,448) | $63,448 | $0 | $0 |
| 2 Preliminary Design | ($3,503) | $213,716 | $210,213 | $0 |
| 3 Final Design | $180,938 | $38,839 | $219,777 | $0 |
| 4 Implementation | $0 | $1,297,504 | $1,297,504 | $0 |
| 5 Closeout | $0 | $43,289 | $43,289 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$113,987** | **$1,656,796** | **$1,770,783** | **$0** |

**NARRATIVES** TDC NB WASH REPLAC 1134250

## Current Scope

North Base Wash Replacement - This project replaces the North Base bus vacuum system and power components as needed.

## 1. PROJECT SCOPE

North Base Wash Replacement - This project replaces the North Base bus vacuum system and power components as needed.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC NB WASH REPLAC 1134250

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. Average condition of the assets in this project is marginal to poor. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The 2021-2022 funding request is intended to support planning through closeout. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. Additionally, KPFF Consulting Engineers completed an analysis in December 2017 in which they provided an updated ROM cost for construction.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This project has been scaled back to replace the cyclone vacuum system only. A new request will be submitted if funding becomes available for other systems of the wash and fuel building(s) to be replaced.

## 9. ALTERNATIVES ANALYSIS

Alternatives Analysis was completed by KPFF in December 2017. The study included site visits to peer transit agencies to document their process for washing and vacuuming transit buses. Difficulty of implementation, cost, efficiency, and different combinations of available processes and equipment were rated with pros and cons listed for each system.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC NB WASH REPLAC 1134250

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce electricity consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Metro's vacuum system maintains safety and cleanliness of the buses.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC RB WASH VAC REPLAC 1134251

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 05/13/2022 |
| **Location** | 1220 4th Ave S, Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 09/01/20 - 12/29/20 | $0 | $63,448 | $0 | $0 | $63,448 |
| **2 Preliminary Design** 12/30/20 - 04/28/21 | $0 | $213,716 | $0 | $0 | $213,716 |
| **3 Final Design** 04/29/21 - 10/25/21 | $166,834 | $53,187 | $0 | $0 | $220,021 |
| **4 Implementation** 10/26/21 - 05/13/22 | $1,668 | $1,297,504 | $0 | $0 | $1,299,172 |
| **5 Closeout** 05/14/22 - 09/10/22 | $0 | $43,289 | $0 | $0 | $43,289 |
| **6 Acquisition** 12/30/20 - 12/30/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$168,502** | **$1,671,144** | **$0** | **$0** | **$1,839,646** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,671,144 | $0 | $0 | $1,671,144 |
| **Total Revenue** | **$1,671,144** | **$0** | **$0** | **$1,671,144** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC RB WASH VAC REPLAC 1134251

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $63,448 | $0 | $0 | $0 | $63,448 |
| 2 Prelim Design | $0 | $3,503 | $210,213 | $0 | $0 | $213,716 |
| 3 Final Design | $243 | $0 | $219,777 | $0 | $0 | $220,021 |
| 4 Implementation | $1,668 | $0 | $1,297,504 | $0 | $0 | $1,299,172 |
| 5 Closeout | $0 | $0 | $43,289 | $0 | $0 | $43,289 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,911** | **$66,951** | **$1,770,784** | **$0** | **$0** | **$1,839,646** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $63,448 | $0 | $0 | $63,448 |
| 2 Preliminary Design | $0 | $213,716 | $0 | $0 | $3,503 |
| 3 Final Design | $0 | $220,021 | $243 | $166,834 | $243 |
| 4 Implementation | $0 | $1,299,172 | $1,668 | $1,668 | $1,668 |
| 5 Closeout | $0 | $43,289 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,839,646** | **$1,911** | **$168,502** | **$68,862** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($63,448) | $63,448 | $0 | $0 |
| 2 Preliminary Design | ($3,503) | $213,716 | $210,213 | $0 |
| 3 Final Design | $166,591 | $53,187 | $219,777 | $0 |
| 4 Implementation | $0 | $1,297,504 | $1,297,504 | $0 |
| 5 Closeout | $0 | $43,289 | $43,289 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$99,640** | **$1,671,144** | **$1,770,783** | **$0** |

**NARRATIVES** TDC RB WASH VAC REPLAC 1134251

## Current Scope

Ryerson Base Wash Vacuum Replacement - This project will support replacement of Ryerson Base vacuum bus system and power components as needed.

## 1. PROJECT SCOPE

Ryerson Base Wash Vacuum Replacement - This project will support replacement of Ryerson Base vacuum bus system and power components as needed.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC RB WASH VAC REPLAC 1134251

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. Average condition of the assets in this project is marginal. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The 2021-2022 funding request is intended to support design through closeout. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. Additionally, KPFF Consulting Engineers completed an analysis in December 2017 in which they provided an updated ROM cost for construction.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This project has been scaled back to replace the vacuum system only. A new request will be submitted if funding becomes available for other systems of the wash and fuel building(s) to be replaced.

## 9. ALTERNATIVES ANALYSIS

Alternatives Analysis was completed by KPFF in December 2017. The study included site visits to peer transit agencies to document their process for washing and vacuuming transit buses. Difficulty of implementation, cost, efficiency, and different combinations of available processes and equipment were rated with pros and cons listed for each system.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC RB WASH VAC REPLAC 1134251

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce electricity consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Metro's vacuum system maintains safety and cleanliness of the buses.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BLD MGMT SYSTEM REPL 1134261

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 4, 6, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/01/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 06/30/19 - 07/13/20 | $0 | $204,944 | $0 | $0 | $204,944 |
| **2 Preliminary Design** 07/14/20 - 01/09/21 | $0 | $247,024 | $0 | $0 | $247,024 |
| **3 Final Design** 01/10/21 - 09/06/21 | $0 | $231,705 | $0 | $0 | $231,705 |
| **4 Implementation** 09/07/21 - 09/01/22 | $985,329 | $940,829 | $0 | $0 | $1,926,158 |
| **5 Closeout** 09/02/22 - 12/30/22 | $48,044 | $20,381 | $0 | $0 | $68,425 |
| **6 Acquisition** 07/14/20 - 07/14/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,033,373** | **$1,644,882** | **$0** | **$0** | **$2,678,255** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,644,882 | $0 | $0 | $1,644,882 |
| **Total Revenue** | **$1,644,882** | **$0** | **$0** | **$1,644,882** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BLD MGMT SYSTEM REPL 1134261

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $14,885 | $190,059 | $0 | $0 | $0 | $204,944 |
| 2 Prelim Design | $0 | $234,515 | $12,509 | $0 | $0 | $247,024 |
| 3 Final Design | $0 | $0 | $231,705 | $0 | $0 | $231,705 |
| 4 Implementation | $7,369 | $0 | $1,918,789 | $0 | $0 | $1,926,158 |
| 5 Closeout | $0 | $0 | $68,425 | $0 | $0 | $68,425 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$22,253** | **$424,575** | **$2,231,427** | **$0** | **$0** | **$2,678,255** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $204,944 | $152,982 | $0 | $204,944 |
| 2 Preliminary Design | $0 | $247,024 | $0 | $0 | $234,515 |
| 3 Final Design | $0 | $231,705 | $140 | $0 | $0 |
| 4 Implementation | $0 | $1,926,158 | $14,629 | $985,329 | $7,369 |
| 5 Closeout | $0 | $68,425 | $230 | $48,044 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,678,255** | **$167,981** | **$1,033,373** | **$446,828** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($204,944) | $204,944 | $0 | $0 |
| 2 Preliminary Design | ($234,515) | $247,024 | $12,509 | $0 |
| 3 Final Design | $0 | $231,705 | $231,705 | $0 |
| 4 Implementation | $977,960 | $940,829 | $1,918,789 | $0 |
| 5 Closeout | $48,044 | $20,381 | $68,425 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$586,545** | **$1,644,883** | **$2,231,428** | **$0** |

**NARRATIVES** TDC BLD MGMT SYSTEM REPL 1134261

## Current Scope

Building Management Systems Replacement - This project will replace the building management system control and monitoring components at up to six locations. It is assumed these locations may be Bellevue Base, Power Distribution HQ, North Facilities, Van Distribution Center, Information Distribution Warehouse and Wellness Center. These locations are subject to change based on alternatives analysis findings.

## 1. PROJECT SCOPE

Building Management Systems Replacement - This project will replace the building management system control and monitoring components at up to six locations. It is assumed these locations may be Bellevue Base, Power Distribution HQ, North Facilities, Van Distribution Center, Information Distribution Warehouse and Wellness Center. These locations are subject to change based on alternatives analysis findings.

# Capital Appropriation Proposal



**NARRATIVES** TDC BLD MGMT SYSTEM REPL 1134261

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

A building automation controls assessment was performed in early 2017 which identified the need to modernize Metro Transit's existing Building Management Systems in order to increase efficiency of building systems and replace legacy systems that are no longer supported by the manufacture. Delay of this work further increases the risk of system failure and increases the complexity of system replacement at time of failure (legacy products may trigger an emergency system replacement due to lack of compatible replacements). Equipment has reached the end of its planned lifecycle, increasing the urgency.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The 2017 Building Automation Controls Assessment was used to formulate original budget assumptions for this project. The requested funding for 2021-2022 is for implementation for up to five locations. Additional transit facilities' building management systems may be replaced on their respective HVAC replacement projects planned for implementation 2021-2028.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is an active project with planning and design phases completing in 2020, and implementation and close out in 2021-2022.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Innovative approaches targeting Minority or Women Owned Business during procurement will be considered as a pro-equity approach to support Equity and Social Justice goals.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

**NARRATIVES** TDC BLD MGMT SYSTEM REPL 1134261

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC EB YARD LIGHT REPL 1134262

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/30/2022 |
| **Location** | East Base |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 04/01/19 - 01/20/20 | $71,463 | $8,661 | $0 | $0 | $80,124 |
| **2 Preliminary Design** 01/21/20 - 12/05/20 | $1,024,758 | $37,592 | $0 | $0 | $1,062,350 |
| **3 Final Design** 12/06/20 - 05/04/21 | $130,290 | ($130,290) | $0 | $0 | $0 |
| **4 Implementation** 06/23/20 - 08/20/21 | $12,265 | $1,186,573 | $0 | $0 | $1,198,838 |
| **5 Closeout** 08/21/21 - 10/19/21 | $0 | $83,147 | $0 | $0 | $83,147 |
| **6 Acquisition** 01/21/20 - 01/21/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,238,776** | **$1,185,682** | **$0** | **$0** | **$2,424,458** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,185,682 | $0 | $0 | $1,185,682 |
| **Total Revenue** | **$1,185,682** | **$0** | **$0** | **$1,185,682** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC EB YARD LIGHT REPL 1134262

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $80,124 | $0 | $0 | $0 | $0 | $80,124 |
| 2 Prelim Design | $86,949 | $975,401 | $0 | $0 | $0 | $1,062,350 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $39,509 | $56,794 | $1,102,535 | $0 | $0 | $1,198,838 |
| 5 Closeout | $0 | $0 | $83,147 | $0 | $0 | $83,147 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$206,582** | **$1,032,194** | **$1,185,682** | **$0** | **$0** | **$2,424,458** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $80,124 | $104,745 | $71,463 | $80,124 |
| 2 Preliminary Design | $0 | $1,062,350 | $274,092 | $1,024,758 | $1,062,350 |
| 3 Final Design | $0 | $0 | $39,265 | $130,290 | $0 |
| 4 Implementation | $0 | $1,198,838 | $41,368 | $12,265 | $96,303 |
| 5 Closeout | $0 | $83,147 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,424,458** | **$459,470** | **$1,238,776** | **$1,238,777** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($8,661) | $8,661 | $0 | $0 |
| 2 Preliminary Design | ($37,592) | $37,592 | $0 | $0 |
| 3 Final Design | $130,290 | ($130,290) | $0 | $0 |
| 4 Implementation | ($84,038) | $1,186,573 | $1,102,535 | $0 |
| 5 Closeout | $0 | $83,147 | $83,147 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($1)** | **$1,185,683** | **$1,185,682** | **$0** |

**NARRATIVES** TDC EB YARD LIGHT REPL 1134262

## Current Scope

Yard Light Replacement - This project will initiate a feasibility and alternatives analysis to determine optimal methods to achieve required lighting levels and then move forward to systematically replace and augment existing fixtures with means to achieve the minimum required lighting levels at Metro facilities.

## 1. PROJECT SCOPE

Yard Light Replacement - This project will initiate a feasibility and alternatives analysis to determine optimal methods to achieve required lighting levels and then move forward to systematically replace and augment existing fixtures with means to achieve the minimum required lighting levels at Metro facilities.

# Capital Appropriation Proposal



**NARRATIVES** TDC EB YARD LIGHT REPL 1134262

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The site lighting at Metro's facilities has been in place and operating since these facilities were constructed between the mid-late 1970's and about 1990. Light from the perimeter of the site/lot does not do an acceptable job of lighting the center of the bus parking yard in any of our facilities. In 2001, the requirements for lighting were inserted into the Washington Administrative Code, which requires all employers to "Provide and maintain adequate lighting for all work activities in your workplace." (WAC 296-800-210), which also states that for Task Areas the employer is required to provide an average of 5 foot-candles (fc) throughout the space, with the minimum light level in that space being 2.5 fc. For Non-Task areas the requirement is an average of 3 fc with the minimum level set at 1.5 fc. Metro Transit is not in compliance with the requirement above and has received a citation from Washington State Labor and Industries. This project is in response to that citation. Failure to perform the replacements may lead to further citations, legal action, or operational challenges.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

Budget estimate was generate by in house engineering analysis. The 2021-2022 budget request funds design through closeout.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

Ongoing standard project, in design phase expected implementation in 2021

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC EB YARD LIGHT REPL 1134262

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE EQUIP RPL 2019-20 — 1134265

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/08/2021 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 03/04/19 - 10/22/19 | $231,794 | ($226,922) | $0 | $0 | $4,872 |
| **2 Preliminary Design** 10/23/19 - 05/12/20 | $61,580 | ($33,705) | $0 | $0 | $27,875 |
| **3 Final Design** 05/13/20 - 10/09/20 | $152,358 | ($152,358) | $0 | $0 | $0 |
| **4 Implementation** 05/13/20 - 03/08/21 | $2,699,959 | $1,188,911 | $0 | $0 | $3,888,870 |
| **5 Closeout** 03/08/21 - 07/05/21 | $328,180 | ($235,520) | $0 | $0 | $92,660 |
| **6 Acquisition** 10/23/19 - 01/20/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,473,871** | **$540,405** | **$0** | **$0** | **$4,014,276** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $540,405 | $0 | $0 | $540,405 |
| **Total Revenue** | **$540,405** | **$0** | **$0** | **$540,405** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE EQUIP RPL 2019-20 1134265

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $4,872 | $0 | $0 | $0 | $0 | $4,872 |
| 2 Prelim Design | $27,875 | $0 | $0 | $0 | $0 | $27,875 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $223,773 | $2,829,484 | $835,613 | $0 | $0 | $3,888,870 |
| 5 Closeout | $0 | $0 | $92,660 | $0 | $0 | $92,660 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$256,520** | **$2,829,484** | **$928,272** | **$0** | **$0** | **$4,014,276** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $4,872 | $141,910 | $231,794 | $4,872 |
| 2 Preliminary Design | $0 | $27,875 | $121,623 | $61,580 | $27,875 |
| 3 Final Design | $0 | $0 | $0 | $152,358 | $0 |
| 4 Implementation | $0 | $3,888,870 | $346,836 | $2,699,959 | $3,053,257 |
| 5 Closeout | $0 | $92,660 | $0 | $328,180 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,014,276** | **$610,369** | **$3,473,871** | **$3,086,004** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $226,922 | ($226,922) | $0 | $0 |
| 2 Preliminary Design | $33,705 | ($33,705) | $0 | $0 |
| 3 Final Design | $152,358 | ($152,358) | $0 | $0 |
| 4 Implementation | ($353,298) | $1,188,911 | $835,613 | $0 |
| 5 Closeout | $328,180 | ($235,520) | $92,660 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$387,867** | **$540,406** | **$928,273** | **$0** |

**NARRATIVES** TDC ROUTINE EQUIP RPL 2019-20 1134265

## Current Scope

Equipment Replacement - This program for supports the replacement of major and minor equipment at Metro Transit Facilities. The major equipment replacements includes air compressors at Atlantic, Ryerson, and South facilities; crane replacement at South Base; pump stations for non-revenue vehicles; generators at South Base; and parts steamers at Bellevue and North Bases. The program also includes approximately 15-20 minor equipment replacements across the system.

## 1. PROJECT SCOPE

Equipment Replacement - This program for supports the replacement of major and minor equipment at Metro Transit Facilities. The major equipment replacements includes air compressors at Atlantic, Ryerson, and South facilities; crane replacement at South Base; pump stations for non-revenue vehicles; generators at South Base; and parts steamers at Bellevue and North Bases. The program also includes approximately 15-20 minor equipment replacements across the system.

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE EQUIP RPL 2019-20 1134265

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This program addresses "State of Good Repair" principles through timely reinvestment of assets to keep the necessary functions in good, safe conditions for employees and the public. It also addresses three Metro Transit strategic goals: Employee safety, service performance and financial stewardship. Replacement criteria are condition (poor to inoperable), age, depreciated value at or near zero, repair costs would exceed cost to buy new, or premature failure. The lifecycle of equipment varies depending on the use and purpose.

## 4. PROJECT BENEFITS/OUTCOMES

Safe operations, safe work environments, reliable equipment and reduced corrective repair costs.

## 5. BUDGET REQUEST BASIS

This program budget request is based on historical and engineering cost estimates of the projects in its work plan. There are approximately 15 minor equipment assets and approximately 10 major equipment asset replacements anticipated on this project.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

This is an ongoing routine capital project, in the design phase, with an expected completion in 2023-2024.

## 9. ALTERNATIVES ANALYSIS

To be determined, on a per project basis.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce electricity and water consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Pursue all system energy efficiency measures that pay back over equipment life;

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE EQUIP RPL 2019-20 1134265

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ZERO EM INFRA PLANNING 1134274

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/31 | $2,506,919 | $667,474 | $1,687,020 | $1,788,723 | $6,650,136 |
| **2 Preliminary Design** 01/01/32 - 04/29/32 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/30/32 - 09/26/32 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/32 - 01/01/32 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/02/32 - 01/02/32 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/32 - 01/01/32 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,506,919** | **$667,474** | **$1,687,020** | **$1,788,723** | **$6,650,136** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $667,474 | $1,687,020 | $1,788,723 | $4,143,217 |
| **Total Revenue** | **$667,474** | **$1,687,020** | **$1,788,723** | **$4,143,217** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ZERO EM INFRA PLANNING 1134274

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $498,098 | $938,171 | $1,738,124 | $1,687,020 | $1,788,723 | $6,650,136 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$498,098** | **$938,171** | **$1,738,124** | **$1,687,020** | **$1,788,723** | **$6,650,136** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $11,073,835 | $979,051 | $2,506,919 | $1,436,268 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,073,835** | **$979,051** | **$2,506,919** | **$1,436,268** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1,070,651 | $667,474 | $1,738,124 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,070,651** | **$667,474** | **$1,738,124** | **$0** |

**NARRATIVES** TDC ZERO EM INFRA PLANNING 1134274

## Current Scope

Battery Electric Bus & Non-Revenue Vehicle Planning - This program is for the overall planning and programming of the vehicle infrastructure facilities needs to support a zero-emissions fleet. With the recent investment of new trolley buses, the goal to be totally green by2040, the expansion of the Zero Emission Vehicle (ZEV) infrastructure and environment, and the implementation of the Rapid Ride system, it is important to develop a Zero Emission Vehicle Infrastructure Program within King County Metro to address the increasing workload, complexity, and the necessity of developing a strategic, system wide plan for the future of the Zero Emission Vehicle Infrastructure.

# Capital Appropriation Proposal



**NARRATIVES** TDC ZERO EM INFRA PLANNING 1134274

## 1. PROJECT SCOPE

Battery Electric Bus & Non-Revenue Vehicle Planning - This program is for the overall planning and programming of the vehicle infrastructure facilities needs to support a zero-emissions fleet. With the recent investment of new trolley buses, the goal to be totally green by2040, the expansion of the Zero Emission Vehicle (ZEV) infrastructure and environment, and the implementation of the Rapid Ride system, it is important to develop a Zero Emission Vehicle Infrastructure Program within King County Metro to address the increasing workload, complexity, and the necessity of developing a strategic, system wide plan for the future of the Zero Emission Vehicle Infrastructure.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

With the directive to be a 100% Zero Emission Fleet by 2040, it will be important to prepare our new & existing bases, address issues with existing diesel buses, and prepare for future development of bases and conversion of bases for Zero Emission Vehicles. This project provides staffing and consultant resources to generate a transition plan and support the transition work for ZEV implementation until 2040.

## 4. PROJECT BENEFITS/OUTCOMES

A clear strategic vision for zero emissions planning, operation, and implementation. Having a dedicated program and individuals will allow for understanding and guidance of the department's zero emission vehicle infrastructure program.

## 5. BUDGET REQUEST BASIS

The budget request is baseed on past costs in support of similar programs (like the Trolley infrastructure project/program). The budget costs identified here will support planning staff and consultant studies to establish and oversee the ongoing zero emission works.

## 6. FUNDING AND REVENUE DISCUSSION

This project will be funded by the Public Transportation Fund, capital sub fund

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operational impacts are expected from this planning projects.

## 8. PROJECT STATUS

Ongoing - Planning Project

## 9. ALTERNATIVES ANALYSIS

Project Planning- Alternatives analysis for projects will be explored at a project level. Programmatic Planning- The 2016 program alternatives analysis reviewed alternative means of zero emission fleets and selected battery electric bus technology. As zero emissions vehicle technologies and options evolve, zero emissions alternatives will be revisited.

## 10. OTHER AGENCY INVOLVEMENT

Coordination will be required with various divisions within King County Metro, Seattle Department of Transportation (SDOT), Seattle City Light (SCL), Puget Sound Energy (PSE), Washington State Department of Transportation (WSDOT), Sound Transit, and others.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project promotes clean air and noise reduction, which is a specific benefit to marginalized communities which are often in concentrated areas of air pollution. The zero emissions deployment is intentionally deployed initially in historically disadvantaged communities in South King County.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Supports SCAP goal to reduce fleet emissions through transition to zero-emission vehicles and infrastructure.

**NARRATIVES** TDC ZERO EM INFRA PLANNING 1134274

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MADISON CORRIDOR RESTR 1134275

MPA Reporting, Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/31/2023 |
| **Location** | E Pine Street/Madison St |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/31/19 - 12/31/19 | $182,400 | ($171,879) | $0 | $0 | $10,521 |
| **2 Preliminary Design** 01/01/20 - 08/27/20 | $125,000 | ($29,348) | $0 | $0 | $95,652 |
| **3 Final Design** 08/28/20 - 04/19/22 | $200,000 | $211,011 | $0 | $0 | $411,011 |
| **4 Implementation** 04/20/22 - 02/23/23 | $575,824 | $1,979,992 | $0 | $0 | $2,555,816 |
| **5 Closeout** 02/24/23 - 05/24/23 | $0 | $38,866 | $0 | $0 | $38,866 |
| **6 Acquisition** 12/31/19 - 12/31/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,083,224** | **$2,028,642** | **$0** | **$0** | **$3,111,866** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,028,642 | $0 | $0 | $2,028,642 |
| **Total Revenue** | **$2,028,642** | **$0** | **$0** | **$2,028,642** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MADISON CORRIDOR RESTR 1134275

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $10,521 | $0 | $0 | $0 | $0 | $10,521 |
| 2 Prelim Design | $0 | $95,652 | $0 | $0 | $0 | $95,652 |
| 3 Final Design | $0 | $85,652 | $325,359 | $0 | $0 | $411,011 |
| 4 Implementation | $824 | $0 | $2,099,109 | $455,883 | $0 | $2,555,816 |
| 5 Closeout | $0 | $0 | $0 | $38,866 | $0 | $38,866 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$11,345** | **$181,304** | **$2,424,468** | **$494,749** | **$0** | **$3,111,866** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $10,521 | $30,983 | $182,400 | $10,521 |
| 2 Preliminary Design | $0 | $95,652 | $0 | $125,000 | $95,652 |
| 3 Final Design | $0 | $411,011 | $20,660 | $200,000 | $85,652 |
| 4 Implementation | $0 | $2,555,816 | $824 | $575,824 | $824 |
| 5 Closeout | $0 | $38,866 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,111,866** | **$52,467** | **$1,083,224** | **$192,649** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $171,879 | ($171,879) | $0 | $0 |
| 2 Preliminary Design | $29,348 | ($29,348) | $0 | $0 |
| 3 Final Design | $114,348 | $211,011 | $325,359 | $0 |
| 4 Implementation | $575,000 | $1,979,992 | $2,099,109 | $455,883 |
| 5 Closeout | $0 | $38,866 | $0 | $38,866 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$890,575** | **$2,028,642** | **$2,424,468** | **$494,749** |

**NARRATIVES** TDC MADISON CORRIDOR RESTR 1134275

## Current Scope

Madison Corridor Restructure - This project will support the design and construction of trolley infrastructure work that will need to be completed in support of trolleybus service restructure. New overhead wire, switches, poles, and other additional trolley infrastructure will be needed to accommodate a restructure of existing trolley routes when the RapidRide G Line is implemented. At the time of this budget process, the following trolley related projects are anticipated as part of the Madison Corridor Trolley Route restructure, in coordination with the implementation of the RapidRide G Line: approximately 800 feet of new trolley infrastructure needed along E Pine Street between Madison Street and 15th Avenue to support a restructure of the Route 12.

# Capital Appropriation Proposal



**NARRATIVES** TDC MADISON CORRIDOR RESTR 1134275

## 1. PROJECT SCOPE

Madison Corridor Restructure - This project will support the design and construction of trolley infrastructure work that will need to be completed in support of trolleybus service restructure. New overhead wire, switches, poles, and other additional trolley infrastructure will be needed to accommodate a restructure of existing trolley routes when the RapidRide G Line is implemented. At the time of this budget process, the following trolley related projects are anticipated as part of the Madison Corridor Trolley Route restructure, in coordination with the implementation of the RapidRide G Line: approximately 800 feet of new trolley infrastructure needed along E Pine Street between Madison Street and 15th Avenue to support a restructure of the Route 12.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The planned RapidRide G Line will follow a fixed alignment that is not currently used by any existing fixed route in Metro's system network. If this project is not pursued, Metro may be unable to restructure some existing trolley routes, and/or run diesel buses along corridors that have been traditionally operated by fully electric trolleys. This project advances Metro CONNECTS vision by expanding our trolley overhead network, and allowing for envisioned trolley route restructures to be realized.

## 4. PROJECT BENEFITS/OUTCOMES

This project will reduce duplicative fixed route service, and prevent Metro from having to use diesel buses along corridors that have been traditionally operated by fully electric trolleys when the RapidRide G Line is implemented.

## 5. BUDGET REQUEST BASIS

The budget for this project is based on planning-level cost estimates to design and construct the new trolley infrastructure.

## 6. FUNDING AND REVENUE DISCUSSION

The current $1M funding allocated for this project are local funds that were transferred from the RapidRide G-Line project in the second supplemental omnibus.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

The project is in the planning phase and planning level cost estimates have been developed.

## 9. ALTERNATIVES ANALYSIS

The alternatives identified were as follows: duplicate RapidRide G Line service by not moving forward with a trolley bus restructure and maintaining existing trolley routes, or move forward with a restructure, but place diesel buses along corridors that have been traditionally operated by fully electric trolleys when the RapidRide G Line is implemented. Rider impacts, Metro's Service Guidelines, Fleet Constraints, and additional service network alternatives were all considered as part of this process.

## 10. OTHER AGENCY INVOLVEMENT

This project was informed by input from Seattle Department of Transportation (SDOT), Sound Transit, and the general public.

## 11. ART ELIGIBILITY

Not Art Eligible, roads, airport runways, sewers and solid waste landfills

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Significant portions of the trolley system are located in areas of Seattle that are vulnerable to the effects of poor air quality, such as Rainier Valley, the Central District, and Beacon Hill. Further expansion of the trolley system in vulnerable areas would improve local air quality and reduce noise impacts from transportation in areas that, historically, have been the most significantly impacted. The implementation of this project avoids the need to switch routes that are currently operated by trolley coaches to diesel coaches (E Pine wire).

**NARRATIVES** TDC MADISON CORRIDOR RESTR 1134275

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project supports the operation of the trolley system power infrastructure and aligns with the SCAP as it provides power to the zero-emission trolley bus fleet operated within the City of Seattle. Transportation accounts for nearly half of all greenhouse gas emissions in Washington. As the largest public transportation provider in the Puget Sound region, Metro plays a key role in reducing the number of single-occupant vehicles on the road and associated pollution. The new trolley infrastructure will be used by zero-emissions electric trolley buses.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NE 43RD TROLLEY MODS 1134276

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/30/2021 |
| **Location** | 43rd St btwn 15th and 12th Ave |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 03/30/20 | $122,929 | ($95,967) | $0 | $0 | $26,962 |
| **2 Preliminary Design** 05/01/20 - 10/27/20 | $122,929 | $239,933 | $0 | $0 | $362,862 |
| **3 Final Design** 10/28/20 - 03/26/21 | $182,864 | $589,405 | $0 | $0 | $772,269 |
| **4 Implementation** 03/27/21 - 03/21/22 | $913,817 | $1,389,826 | $0 | $0 | $2,303,643 |
| **5 Closeout** 03/22/22 - 05/20/22 | $119,286 | $21,951 | $0 | $0 | $141,237 |
| **6 Acquisition** 05/01/20 - 07/29/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,461,825** | **$2,145,149** | **$0** | **$0** | **$3,606,974** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,145,149 | $0 | $0 | $2,145,149 |
| **Total Revenue** | **$2,145,149** | **$0** | **$0** | **$2,145,149** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NE 43RD TROLLEY MODS 1134276

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $13,722 | $13,240 | $0 | $0 | $0 | $26,962 |
| 2 Prelim Design | $34,773 | $328,089 | $0 | $0 | $0 | $362,862 |
| 3 Final Design | $221,722 | $235,976 | $314,571 | $0 | $0 | $772,269 |
| 4 Implementation | $14,474 | $0 | $2,289,169 | $0 | $0 | $2,303,643 |
| 5 Closeout | $0 | $0 | $141,237 | $0 | $0 | $141,237 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$284,692** | **$577,305** | **$2,744,977** | **$0** | **$0** | **$3,606,974** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $26,962 | $13,856 | $122,929 | $26,962 |
| 2 Preliminary Design | $0 | $362,862 | $57,383 | $122,929 | $362,862 |
| 3 Final Design | $0 | $772,269 | $406,530 | $182,864 | $457,698 |
| 4 Implementation | $0 | $2,303,643 | $15,414 | $913,817 | $14,474 |
| 5 Closeout | $0 | $141,237 | $0 | $119,286 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,606,974** | **$493,183** | **$1,461,825** | **$861,996** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $95,967 | ($95,967) | $0 | $0 |
| 2 Preliminary Design | ($239,933) | $239,933 | $0 | $0 |
| 3 Final Design | ($274,834) | $589,405 | $314,571 | $0 |
| 4 Implementation | $899,343 | $1,389,826 | $2,289,169 | $0 |
| 5 Closeout | $119,286 | $21,951 | $141,237 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$599,829** | **$2,145,148** | **$2,744,977** | **$0** |

**NARRATIVES** TDC NE 43RD TROLLEY MODS 1134276

## Current Scope

NE 43rd Avenue Trolley Modifications - This project is for the planning, design, and implementation of additional trolley infrastructure in support of the new U-District Station. This appropriation will be used to implement approximately one-quarter mile of new one-way trolley wire on NE 43rd Street (between 15th Ave NE and 12th Ave NE) and 12 Ave NE (between NE 45th Street and NE 43rd Street). When the U-District Station opens in spring 2021 (at the northeast corner of Brooklyn Ave and NE 43rd Street), this new trolley pathway will create the opportunity to provide a seamless transfer environment between bus-bus and bus-rail for riders by implementing one-way, westbound trolley wire along NE 43rd Street (between 15th Ave NE and 12th Ave NE) to 12th Ave NE (between NE 45th St and NE 43rd St).

# Capital Appropriation Proposal



**NARRATIVES** TDC NE 43RD TROLLEY MODS 1134276

## 1. PROJECT SCOPE

NE 43rd Avenue Trolley Modifications - This project is for the planning, design, and implementation of additional trolley infrastructure in support of the new U-District Station. This appropriation will be used to implement approximately one-quarter mile of new one-way trolley wire on NE 43rd Street (between 15th Ave NE and 12th Ave NE) and 12 Ave NE (between NE 45th Street and NE 43rd Street). When the U-District Station opens in spring 2021 (at the northeast corner of Brooklyn Ave and NE 43rd Street), this new trolley pathway will create the opportunity to provide a seamless transfer environment between bus-bus and bus-rail for riders by implementing one-way, westbound trolley wire along NE 43rd Street (between 15th Ave NE and 12th Ave NE) to 12th Ave NE (between NE 45th St and NE 43rd St).

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

When the U-District Station opens in Spring 2021 (at the northeast corner of Brooklyn Ave and NE 43rd Street), Metro will provide a seamless transfer environment between bus-bus and bus-rail for riders by implementing one-way, westbound trolley wire along NE 43rd Street (between 15th Ave NE and 12th Ave NE) to 12th Ave NE (between NE 45th St and NE 43rd St). This project responds directly to community concerns about having seamless, safe, and convenient transfers between bus-bus and bus-rail at Sound Transit Link Stations - westbound trolley routes will board and alight passengers at the south entrance of the U-District Station, while eastbound trolley routes will board and alight passengers at the north entrance. When transferring no passengers will have to cross a major arterial. This is a HIGH PRIORITY project as it is directly tied to the opening of the University District Station in 2021.

## 4. PROJECT BENEFITS/OUTCOMES

This project responds directly to community concerns about having seamless, safe, and convenient transfers between bus-bus and bus-rail at Sound Transit Link Stations - westbound trolley routes will board and alight passengers at the south entrance of the U-District Station, while eastbound trolley routes will board and alight passengers at the north entrance. When transferring no passengers will have to cross a major arterial - providing a major safety benefit for transit riders.

## 5. BUDGET REQUEST BASIS

The 2021-2022 funding request is based on previous years expenses for trolley project requests from our partners, as well as estimates basec off of planning for this project.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project has the potential to improve the reliability of Trolley Route 44 (a future RapidRide Line), therefore improving the operational reliability and success of Route 44 trips. While there may be some benefit in the operating budget for the Route 44, the majority of this benefit is going to be seen by passengers of Trolley Route 44, 49, and 48 - who will be able to seamlessly, safely, and conveniently make a transfer between bus-bus and bus-rail at the University District Station.

## 8. PROJECT STATUS

This is a new capital project request.

# Capital Appropriation Proposal



**NARRATIVES** TDC NE 43RD TROLLEY MODS 1134276

## 9. ALTERNATIVES ANALYSIS

University District Station is adjacent to three different streets - NE 43rd Street, Brooklyn Ave, and NE 45th Street. Brooklyn Ave was explored as an alternative pathway, but in coordination and compromise with the City of Seattle Brooklyn was established as a Green Street which is designed to be incompatible with Metro Buses. Sound Transit is at 100% design and will be re-building Brooklyn Ave in 2019 to be compatible with SDOT's Green Street Design. Therefore, Metro cannot and will not be able to use Brooklyn Ave as a Transit Pathway. Metro also looked briefly at the potential for two-way operations along NE 43rd Street, but do to community concerns about pedestrian activity along this pathway agreed to pursue an alternative approach.

Metro with therefore be using a combination of NE 45th Street in the eastbound direction and NE 43rd Street in the westbound direction for Trolley operations to provide a safe, convenient, seamless transfer for transit riders between bus-bus and bus-rail at the University District Station.

## 10. OTHER AGENCY INVOLVEMENT

Seattle Department of Transportation (SDOT), Seattle Office of Planning & Community Development (OPCD) and Sound Transit - All were involved in the creation of the U-District Green Street Concept Plan, University District Station Area Planning, and Metro CONNECTS.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The program that supports the operation of the trolley system power infrastructure and aligns with the climate action plan because it provides power to the zero emission fleet operated within the City of Seattle.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

This is a HIGH PRIORITY project as it is directly tied to the opening of the University District Station in 2021.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NRV BATTERY INFRASTR 1134277

Master Project, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 6, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC NRV BATTERY INFRASTR |
| **Substantial Completion** | 06/01/2021 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 06/01/19 - 10/28/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 10/29/19 - 10/02/20 | $0 | $154,376 | $0 | $0 | $154,376 |
| **3 Final Design** 10/03/20 - 09/23/21 | $0 | $142,387 | $0 | $0 | $142,387 |
| **4 Implementation** 09/24/21 - 06/02/22 | $1,007,507 | ($326,790) | $0 | $0 | $680,716 |
| **5 Closeout** 06/03/22 - 09/01/22 | $0 | $520,814 | $0 | $0 | $520,814 |
| **6 Acquisition** 10/29/19 - 01/26/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,007,507** | **$490,787** | **$0** | **$0** | **$1,498,294** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $4,908 | $0 | $0 | $4,908 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $490,787 | $0 | $0 | $490,787 |
| **Total Revenue** | **$490,787** | **$0** | **$0** | **$490,787** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NRV BATTERY INFRASTR 1134277

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $154,376 | $0 | $0 | $0 | $154,376 |
| 3 Final Design | $0 | $35,849 | $106,537 | $0 | $0 | $142,387 |
| 4 Implementation | $105,808 | $0 | $574,908 | $0 | $0 | $680,716 |
| 5 Closeout | $0 | $0 | $520,814 | $0 | $0 | $520,814 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$105,808** | **$190,225** | **$1,202,260** | **$0** | **$0** | **$1,498,293** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $154,376 | $0 | $0 | $154,376 |
| 3 Final Design | $0 | $142,387 | $0 | $0 | $35,849 |
| 4 Implementation | $0 | $680,716 | $289,881 | $1,007,507 | $105,808 |
| 5 Closeout | $0 | $520,814 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,498,293** | **$289,881** | **$1,007,507** | **$296,033** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($154,376) | $154,376 | $0 | $0 |
| 3 Final Design | ($35,849) | $142,387 | $106,537 | $0 |
| 4 Implementation | $901,699 | ($326,790) | $574,908 | $0 |
| 5 Closeout | $0 | $520,814 | $520,814 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$711,474** | **$490,787** | **$1,202,259** | **$0** |

**NARRATIVES** TDC NRV BATTERY INFRASTR 1134277

## Current Scope

Non-revenue Vehicle (NRV) Battery Infrastructure - This project will build charging infrastructure to support electrification of Metro's light duty fleet. The project will plan, design and implement infrastructure to support Level II and Level III chargers at various Metro Transit facilities including Transit Bases and Facilities Maintenance shops. The project does not include the electric vehicles themselves and may include agreements to lease or purchase the chargers. Metro previously installed EV charging equipment at public and non-Metro parking facilities and this project will upgrade that equipment as needed. New EV charging sites are expected to be available beginning in 2021.

## 1. PROJECT SCOPE

Non-revenue Vehicle (NRV) Battery Infrastructure - This project will build charging infrastructure to support electrification of Metro's light duty fleet. The project will plan, design and implement infrastructure to support Level II and Level III chargers at various Metro Transit facilities including Transit Bases and Facilities Maintenance shops. The project does not include the electric vehicles themselves and may include agreements to lease or purchase the chargers. Metro previously installed EV charging equipment at public and non-Metro parking facilities and this project will upgrade that equipment as needed. New EV charging sites are expected to be available beginning in 2021.

# Capital Appropriation Proposal



**NARRATIVES** TDC NRV BATTERY INFRASTR 1134277

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Metro fleets primarily rely on fossil fuels that have a negative impact on the environment. Electrification of Metro fleets is a key component of the King County Strategic Climate Action Plan and will reduce greenhouse gas emissions and particulate pollution in the county. New infrastructure is required to support the operation of electric vehicles.

## 4. PROJECT BENEFITS/OUTCOMES

The completed project will enable Metro to purchase and operate electric light duty vehicles throughout its county operations reducing air pollutions and greenhouse gas emissions. It is assumed that normal maintenance costs will be less for electric vehicles.

## 5. BUDGET REQUEST BASIS

The 2021-2022 biennium funding is already established for this project at $1.07m. This funding will be required to complete the first phase of charging infrastructure currently underway. Additional infrastructure to support light duty electric vehicle operations will be installed over time.

## 6. FUNDING AND REVENUE DISCUSSION

The majority of assets developed for this project will support county operated vehicles. In a previous electric vehicle charging infrastructure project, the county installed charging stations at non-Metro and public parking places. These public charging station at park and rides generate revenue for the county. The project underway is not presently grant funded but in similar future projects it is anticipated grant funding will be acquired.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Transitioning the light duty fleet to electric vehicles is expected to have impacts on operating costs. The electric vehicles themselves are more costly than equivalent internal combustion engine vehicles (vehicle purchase is not part of this project). "Fuel" costs for operating electric vehicles is expected to be moderately to significantly reduced depending on utility agreements and ability to charge at optimal times of day. Routine maintenance is expected to be less costly for electric vehicles compared to internal combustion but battery replacement or early battery senescence could result in higher overall vehicle ownership costs. Monitoring electric vehicle fleet energy consumption for reporting and accounting needs is expected to be an added cost. Detailed analysis has not been conducted.

## 8. PROJECT STATUS

This is an existing capital project that is underway.

## 9. ALTERNATIVES ANALYSIS

Alternative analysis for this project are anticipated in the normal pre-design process to select the best project path. Planning studies not funded by this project will study more broadly charging strategies and other zero-emission alternative technologies that may improve zero emission fleet operations or costs.

## 10. OTHER AGENCY INVOLVEMENT

Various agencies within King County, various departments within King County Metro, Seattle City Light (SCL), Puget Sound Energy (PSE) and potentially other non-transit agencies could be involved in this project as regional strategies are developed around light duty vehicle electrification and charging.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Vehicle electrification is equally beneficial for all neighborhoods in which they operate by reducing noise, particulate and exhaust emissions in those neighborhoods.

**NARRATIVES** TDC NRV BATTERY INFRASTR 1134277

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill. Supports SCAP goal to reduce fleet emissions through transition to zero-emission vehicles and infrastructure.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Metro's existing light duty fleet is aging and replacement vehicles are needed. Metro has committed to and has begun purchasing electric or electric hybrid vehicles to replace its light duty fleet. Though some infrastructure exists to support the charging of these vehicles this project is necessary to install charging infrastructure and chargers where it is needed at Metro facilities as electric vehicles are deployed. The project underway installs infrastructure and chargers at five Metro sites across the county. Future similar projects will add charging infrastructure and chargers at the remainder of Metro sites where charging is needed.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BEB CHRGRS EASTGATE PR #2 — 1134280

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $211,739 | $0 | $0 | $211,739 |
| **3 Final Design** 01/01/20 - 12/31/20 | $90,772 | $2,151 | $0 | $0 | $92,923 |
| **4 Implementation** 01/01/20 - 12/31/20 | $3,110,747 | ($207,509) | $0 | $0 | $2,903,238 |
| **5 Closeout** 01/01/20 - 12/31/20 | $178,332 | ($169,029) | $0 | $0 | $9,303 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,379,851** | **($162,649)** | **$0** | **$0** | **$3,217,202** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC BEB CHRGRS EASTGATE PR #2 1134280

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $211,739 | $0 | $0 | $0 | $0 | $211,739 |
| **3 Final Design** | $92,923 | $0 | $0 | $0 | $0 | $92,923 |
| **4 Implementation** | $2,885,116 | $0 | $0 | $0 | $0 | $2,885,116 |
| **5 Closeout** | $9,303 | $0 | $0 | $0 | $0 | $9,303 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$3,199,080** | **$0** | **$0** | **$0** | **$0** | **$3,199,080** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $211,739 | $0 | $211,739 |
| 3 Final Design | $0 | $0 | $92,923 | $90,772 | $92,923 |
| 4 Implementation | $0 | $0 | $2,885,284 | $3,110,747 | $2,885,116 |
| 5 Closeout | $0 | $0 | $16,888 | $178,332 | $9,303 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$3,206,834** | **$3,379,851** | **$3,199,081** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($211,739) | $211,739 | $0 | $0 |
| 3 Final Design | ($2,151) | $2,151 | $0 | $0 |
| 4 Implementation | $225,632 | ($207,509) | $0 | $18,122 |
| 5 Closeout | $169,029 | ($169,029) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$180,771** | **($162,648)** | **$0** | **$18,122** |

## NARRATIVES

TDC BEB CHRGRS EASTGATE PR #2 1134280

### Current Scope

Eastgate Park & Ride Battery Electric Bus Chargers No 2 & 3 - This project involves planning, design and construction of the second and third Battery Electric Bus (BEB) chargers at Metro's existing Eastgate BEB charging station. The new chargers will be capable of charging short-range battery electric buses, consistent with Metro's BEB fleet plan. The project includes a new multi-charger gantry, switchgear, and new power service to the site. The existing charger at Eastgate will be relocated to the new gantry for operational efficiency.

### 1. PROJECT SCOPE

Eastgate Park & Ride Battery Electric Bus Chargers No 2 & 3 - This project involves planning, design and construction of the second and third Battery Electric Bus (BEB) chargers at Metro's existing Eastgate BEB charging station. The new chargers will be capable of charging short-range battery electric buses, consistent with Metro's BEB fleet plan. The project includes a new multi-charger gantry, switchgear, and new power service to the site. The existing charger at Eastgate will be relocated to the new gantry for operational efficiency.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. Disappropriating remaining funds.

# Capital Appropriation Proposal



**NARRATIVES** TDC BEB CHRGRS EASTGATE PR #2 1134280

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BEB CHRGRS REDMOND TC 1134281

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $12,023 | $0 | $0 | $12,023 |
| **3 Final Design** 01/01/20 - 12/31/20 | $246,858 | $101,841 | $0 | $0 | $348,699 |
| **4 Implementation** 01/01/20 - 12/31/20 | $251,152 | ($172,106) | $0 | $0 | $79,046 |
| **5 Closeout** 01/01/20 - 12/31/20 | $106,759 | ($106,759) | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$604,769** | **($165,000)** | **$0** | **$0** | **$439,769** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

**EXPENSE** TDC BEB CHRGRS REDMOND TC 1134281

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $11,879 | $0 | $0 | $0 | $0 | $11,879 |
| **3 Final Design** | $348,699 | $0 | $0 | $0 | $0 | $348,699 |
| **4 Implementation** | $78,893 | $0 | $0 | $0 | $0 | $78,893 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$439,472** | **$0** | **$0** | **$0** | **$0** | **$439,472** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $11,879 | $0 | $11,879 |
| 3 Final Design | $0 | $0 | $348,699 | $246,858 | $348,699 |
| 4 Implementation | $0 | $0 | $78,893 | $251,152 | $78,893 |
| 5 Closeout | $0 | $0 | $143 | $106,759 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$439,614** | **$604,769** | **$439,471** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($11,879) | $12,023 | $0 | $144 |
| 3 Final Design | ($101,841) | $101,841 | $0 | $0 |
| 4 Implementation | $172,259 | ($172,106) | $0 | $153 |
| 5 Closeout | $106,759 | ($106,759) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$165,298** | **($165,001)** | **$0** | **$297** |

## NARRATIVES

TDC BEB CHRGRS REDMOND TC 1134281

### Current Scope

Redmond Town Center Battery Electric Bus Charger - This project is to complete the installation of a Battery Electric Bus short range charger at Redmond Town Center. This project involves planning, design and construction of the charger. The new charger will be capable of charging short-range battery electric buses, consistent with Metro's BEB fleet plan. The charger will be installed within the existing layover lanes at Redmond TC to integrate with current bus maintenance procedures.

### 1. PROJECT SCOPE

Redmond Town Center Battery Electric Bus Charger - This project is to complete the installation of a Battery Electric Bus short range charger at Redmond Town Center. This project involves planning, design and construction of the charger. The new charger will be capable of charging short-range battery electric buses, consistent with Metro's BEB fleet plan. The charger will be installed within the existing layover lanes at Redmond TC to integrate with current bus maintenance procedures.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC BEB CHRGRS REDMOND TC 1134281

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC RT 48 TROLLEY 1134287

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 05/31/2023 |
| **Location** | Mt Baker Transit Ctr to U District Corridor |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 09/24/19 - 12/22/19 | $2,337,634 | ($2,198,157) | $0 | $0 | $139,477 |
| **2 Preliminary Design** 01/15/20 - 06/02/20 | $145,960 | $305,453 | $0 | $0 | $451,413 |
| **3 Final Design** 08/01/20 - 01/27/21 | $302,405 | $1,453,178 | $0 | $0 | $1,755,583 |
| **4 Implementation** 01/15/21 - 07/08/22 | $4,703,477 | $7,457,492 | $0 | $0 | $12,160,969 |
| **5 Closeout** 07/09/22 - 09/06/22 | $1,007,288 | ($942,952) | $0 | $0 | $64,336 |
| **6 Acquisition** 01/15/20 - 04/13/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$8,496,764** | **$6,075,014** | **$0** | **$0** | **$14,571,778** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $60,750 | $0 | $0 | $60,750 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **33118 - FED TRANSIT CAP INVEST** | $6,075,014 | $0 | $0 | $6,075,014 |
| **Total Revenue** | **$6,075,014** | **$0** | **$0** | **$6,075,014** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC RT 48 TROLLEY 1134287

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $66,091 | $0 | $0 | $0 | $0 | $66,091 |
| 2 Prelim Design | $79,999 | $371,414 | $0 | $0 | $0 | $451,413 |
| 3 Final Design | $9,077 | $1,478,313 | $268,194 | $0 | $0 | $1,755,583 |
| 4 Implementation | $111,487 | $0 | $12,049,481 | $0 | $0 | $12,160,969 |
| 5 Closeout | $0 | $0 | $64,336 | $0 | $0 | $64,336 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$266,654** | **$1,849,727** | **$12,382,011** | **$0** | **$0** | **$14,498,391** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $139,477 | $72,158 | $2,337,634 | $66,091 |
| 2 Preliminary Design | $0 | $451,413 | $210,989 | $145,960 | $451,413 |
| 3 Final Design | $0 | $1,755,583 | $25,189 | $302,405 | $1,487,390 |
| 4 Implementation | $0 | $12,160,969 | $113,926 | $4,703,477 | $111,487 |
| 5 Closeout | $0 | $64,336 | $0 | $1,007,288 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$14,571,778** | **$422,262** | **$8,496,764** | **$2,116,381** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $2,271,543 | ($2,198,157) | $0 | $73,387 |
| 2 Preliminary Design | ($305,453) | $305,453 | $0 | $0 |
| 3 Final Design | ($1,184,985) | $1,453,178 | $268,194 | $0 |
| 4 Implementation | $4,591,990 | $7,457,492 | $12,049,481 | $0 |
| 5 Closeout | $1,007,288 | ($942,952) | $64,336 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$6,380,383** | **$6,075,014** | **$12,382,011** | **$73,387** |

**NARRATIVES** TDC RT 48 TROLLEY 1134287

## Current Scope

Route 48 Trolley - This project is a partnership project with the City of Seattle, is coordinated with the City roadway infrastructure improvements along 23rd Ave, and is in advance of future RapidRide improvements in this area. The trolley wire project installs two segments along 23rd Avenue in conjunction with Seattle Department of Transportation's (SDOT) project to improve this high ridership transit corridor. Each segment is just under a mile long. When complete, Route 48 Trolley will provide trolley service capability (now diesel) from Mt Baker Station to the University of Washington. This effort involves Metro completing the design, securing permits, bidding the work, and constructing the trolley infrastructure to complete the electrification.

# Capital Appropriation Proposal



**NARRATIVES** TDC RT 48 TROLLEY 1134287

## 1. PROJECT SCOPE

Route 48 Trolley - This project is a partnership project with the City of Seattle, is coordinated with the City roadway infrastructure improvements along 23rd Ave, and is in advance of future RapidRide improvements in this area. The trolley wire project installs two segments along 23rd Avenue in conjunction with Seattle Department of Transportation's (SDOT) project to improve this high ridership transit corridor. Each segment is just under a mile long. When complete, Route 48 Trolley will provide trolley service capability (now diesel) from Mt Baker Station to the University of Washington. This effort involves Metro completing the design, securing permits, bidding the work, and constructing the trolley infrastructure to complete the electrification.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Trolley infrastructure improvements along Route 48 (23rd Avenue) will advance the goal of providing a zero emissions fleet, leverages our infrastructure investments through partnerships and grant opportunities, and will set in place a supportive trolley system infrastructure in advance of the deployment of the RapidRide K Line project 1132327. It is important to complete the more complex trolley work in advance of the RapidRide corridor project to meet RapidRide program service commitments.

## 4. PROJECT BENEFITS/OUTCOMES

When complete, Route 48 will provide trolley service from Mt Baker Station to the University of Washington.

## 5. BUDGET REQUEST BASIS

The 2021-2022 budget is based on past years' expense trend for implementation of other trolley projects, partner discussions, and preliminary consultant analysis information. Costs include design, securing permits, bidding the work, and constructing the trolley infrastructure to complete the electrification.

## 6. FUNDING AND REVENUE DISCUSSION

Metro will provide the capital for the trolley wire work. SDOT has agreed to provide $5.4M in FTA funds to offset some of the costs.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

The combined 23rd Avenue street/trolley projects have been contemplated by SDOT and Metro for the last three years with funding being the major obstacle. SDOT has finished street improvements on 23rd from Jackson Street to the University of Washington, including trolley poles. Phase II to from Jackson Street to Rainier Avenue will start construction this year.

## 9. ALTERNATIVES ANALYSIS

The alternative option would be to wait for the RapidRide Program to do the trolley and street level improvements. The consensus within Metro sees a benefit to starting trolley service now.

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle, Seattle Department of Transportation (SDOT)

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The program that supports the operation of the trolley system power infrastructure and aligns with the climate action plan because it provides power to the zero emission fleet operated within the City of Seattle.

**NARRATIVES** TDC RT 48 TROLLEY 1134287

## 14. OTHER CONSIDERATIONS (OPTIONAL)

***Project CIP baseline budget reduced by $2,406,557 (removal of Contingency in Design & Implementation and reduction of Implementation Equipment from $5M to $4,210,000), to address project budget shortfalls in the following projects (1124294 Fairview Bridge TOH Sup - increased by $612,986), (1134276 NE 43rd Trolley Mods - increased by $154,350), & (1134065 Main St. PBL Trolley - increased by $1,628,481). This is a programmatic net 0 change, but this project will request additional funding from the CDB in either Gate 2 or 3 of the project.***

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC TROLLEY MASTER DRAWING 1134288

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 4, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 08/26/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/01/19 - 08/16/20 | $161,349 | ($113,145) | $0 | $0 | $48,204 |
| **2 Preliminary Design** 08/17/20 - 08/26/22 | $196,524 | $3,248,996 | $0 | $0 | $3,445,520 |
| **3 Final Design** 08/27/22 - 01/23/23 | $164,475 | ($164,475) | $0 | $0 | $0 |
| **4 Implementation** 01/24/23 - 07/16/24 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 08/27/22 - 12/24/22 | $0 | $113,848 | $0 | $0 | $113,848 |
| **6 Acquisition** 08/17/20 - 08/17/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$522,348** | **$3,085,223** | **$0** | **$0** | **$3,607,571** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $476,871 | $0 | $0 | $476,871 |
| **33118 - FED TRANSIT CAP INVEST** | $2,608,352 | $0 | $0 | $2,608,352 |
| **Total Revenue** | **$3,085,223** | **$0** | **$0** | **$3,085,223** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TROLLEY MASTER DRAWING 1134288

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $218 | $47,985 | $0 | $0 | $0 | $48,204 |
| 2 Prelim Design | $0 | $262,331 | $3,183,189 | $0 | $0 | $3,445,520 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $113,848 | $0 | $0 | $113,848 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$218** | **$310,316** | **$3,297,037** | **$0** | **$0** | **$3,607,571** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $48,204 | $16,757 | $161,349 | $48,204 |
| 2 Preliminary Design | $0 | $3,445,520 | $1,503 | $196,524 | $262,331 |
| 3 Final Design | $0 | $0 | $0 | $164,475 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $113,848 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,607,571** | **$18,260** | **$522,348** | **$310,535** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $113,145 | ($113,145) | $0 | $0 |
| 2 Preliminary Design | ($65,807) | $3,248,996 | $3,183,189 | $0 |
| 3 Final Design | $164,475 | ($164,475) | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $113,848 | $113,848 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$211,813** | **$3,085,224** | **$3,297,037** | **$0** |

**NARRATIVES** TDC TROLLEY MASTER DRAWING 1134288

## Current Scope

Trolley Master Drawing Program - This program is in support of the development of a complete set of trolley infrastructure design drawings. Through the project, Transit will hire a consultant that will partner with internal staff to develop drawings both in a hard copy format as well as in standard CAD system software format. There are over 90 miles of Trolley Infrastructure including poles, wire, switches, sub stations, power transformers, etc., and Transit has no complete system of record for the infrastructure of this $1B asset. Once established, the master drawings will be reviewed and updated at least every 5 years.

# Capital Appropriation Proposal



**NARRATIVES** TDC TROLLEY MASTER DRAWING 1134288

## 1. PROJECT SCOPE

Trolley Master Drawing Program - This program is in support of the development of a complete set of trolley infrastructure design drawings. Through the project, Transit will hire a consultant that will partner with internal staff to develop drawings both in a hard copy format as well as in standard CAD system software format. There are over 90 miles of Trolley Infrastructure including poles, wire, switches, sub stations, power transformers, etc., and Transit has no complete system of record for the infrastructure of this $1B asset. Once established, the master drawings will be reviewed and updated at least every 5 years.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

There is over 90 miles of Trolley Infrastructure including poles, wire, switches, sub stations, power transformers, etc., and Transit does not have complete As-Built system drawings of the Trolley Infrastructure. and we have no complete system of record for the infrastructure of this $1B asset. This asset value combined with various divisions planning trolley projects and external partners looking for changes to the Trolley system, there is a need for a Trolley Master System Drawing (MSD) Program to create and maintain a complete set of drawings. There are multiple types of existing drawings (not a complete MSD) in various levels of detail, and there are risks associated with a loss of continuity, understanding of the existing infrastructure, and a trolley system knowledge. Also, with the recent investment of new trolley buses, the goal to be off of diesel buses by 2035, the expansion of the trolley infrastructure and environment, and the implementation of the Rapid Ride system, it is important to develop a Trolley Master System Drawing to address the increasing workload, complexity, and planning for the future of trolley in the department.

## 4. PROJECT BENEFITS/OUTCOMES

The benefits of this Program is to increase efficiency and enhance Metro Transit's ability to provide current functional records of the trolley bus infrastructure system for planning, design, review and implementation uses by clients and stakeholders. Also, this Program proposes to address the need for a consolidation of data typically accessed by Transit Power & Facilities' Trolley System Program, Transit Service Planning's Passenger Facilities Program, Seattle's Department of Transportation and Department of Construction and Inspections.

## 5. BUDGET REQUEST BASIS

This request is the estimated cost to fund a consultant and internal staff development drawings both in a hard copy format as well as in standard CAD system software format for the over 90 miles of Trolley Infrastructure including poles, wire, switches, sub stations, power transformers, etc.

## 6. FUNDING AND REVENUE DISCUSSION

Grant revenue is from FTA earned share, 5337 HIFG funds at 80% reimbursement. Grant award is TBD.

## 7. OPERATING BUDGET AND OTHER IMPACTS

With the development of the Trolley MSD Program, there will be a need for long term investment needs on the Operations budget to support continued maintenance and refresh of the MSD.

## 8. PROJECT STATUS

Ongoing planning project anticipated to complete in 2022

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Seattle Department of Transportation (SDOT), City of Seattle Department of Construction & Inspection

## 11. ART ELIGIBILITY

Not Art Eligible, roads, airport runways, sewers and solid waste landfills

**NARRATIVES** TDC TROLLEY MASTER DRAWING 1134288

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is exempt from the Green Building Ordinance.

This project supports the SCAP goal to optimize, enhance and expand the zero emissions fleet.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC TROLLEY PLANNING 1134289

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 4, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2030 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 01/01/20 | $811,802 | ($590,047) | $0 | $0 | $221,755 |
| **2 Preliminary Design** 01/01/20 - 12/31/30 | $0 | $1,196,416 | $697,791 | $740,004 | $2,634,211 |
| **3 Final Design** 01/01/31 - 05/30/31 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/31/31 - 05/24/32 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 12/31/30 - 12/31/30 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 03/30/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$811,802** | **$606,369** | **$697,791** | **$740,004** | **$2,855,966** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $606,369 | $697,791 | $740,004 | $2,044,164 |
| **Total Revenue** | **$606,369** | **$697,791** | **$740,004** | **$2,044,164** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TROLLEY PLANNING 1134289

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $221,755 | $0 | $0 | $0 | $0 | $221,755 |
| 2 Prelim Design | $0 | $435,585 | $760,831 | $697,791 | $740,004 | $2,634,211 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$221,755** | **$435,585** | **$760,831** | **$697,791** | **$740,004** | **$2,855,966** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $221,755 | $299,823 | $811,802 | $221,755 |
| 2 Preliminary Design | $0 | $4,385,278 | $0 | $0 | $435,585 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,607,033** | **$299,823** | **$811,802** | **$657,340** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $590,047 | ($590,047) | $0 | $0 |
| 2 Preliminary Design | ($435,585) | $1,196,416 | $760,831 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$154,462** | **$606,369** | **$760,831** | **$0** |

**NARRATIVES** TDC TROLLEY PLANNING 1134289

## Current Scope

Current Scope: Trolley Planning - This project is for the ongoing planning and project development of a functioning Trolley Expansion Program. The Trolley Planning Program will conduct planning to identify trolley projects that involve permanent modifications or expansions of Metro Transit's trolley system. This program will also provide overall management of the Trolley program of projects, including general project oversight and guidance. This work supports Metro's goal to achieve a 100% zero-emissions bus fleet.

## 1. PROJECT SCOPE

Current Scope: Trolley Planning - This project is for the ongoing planning and project development of a functioning Trolley Expansion Program. The Trolley Planning Program will conduct planning to identify trolley projects that involve permanent modifications or expansions of Metro Transit's trolley system. This program will also provide overall management of the Trolley program of projects, including general project oversight and guidance. This work supports Metro's goal to achieve a 100% zero-emissions bus fleet.

# Capital Appropriation Proposal



**NARRATIVES** TDC TROLLEY PLANNING 1134289

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

With almost a $1B in asset value, a County goal to achieve a zero-emissions bus fleet by 2035, and external partners looking for changes to the Trolley system, there is a need for formalized and consistent Trolley system planning. Expanding dependable trolley bus service is a high priority for Metro, since trolley routes are some of the highest-ridership routes in Metro's system and serve areas with a high need for transit service. The current trolley bus system provides about 17% of Metro's annual passenger trips, though it composes only 11% of Metro's fleet, while being a proven zero-emissions fleet technology.

Without the establishment of a formalized planning program to provide overall management of the Trolley Expansion Program and a clear strategic vision, there is a risk that Metro Transit's Trolley System will not be optimized or leveraged to support Metro's zero-emissions goals and there will be missed opportunities to maximize the benefits of a system that Metro has owned and operated for the past40+ years.

## 4. PROJECT BENEFITS/OUTCOMES

A clear, strategic vision for trolley capital planning and implementation that supports Metro Transit's goal to achieve a zero-emissions bus fleet by 2035.

Having a dedicated planning program will allow for consistent and strategic guidance of the Capital Division's Trolley Program.

## 5. BUDGET REQUEST BASIS

The budget requested for this program over the 10-year CIP will support ongoing capital planning and program management activities for the Trolley Expansion Program. Projected spending includes fully burdened staff time for planning and program management work, as well as subject matter expert input. The budget requested is necessary in order to cover these costs through the end of the 10-year CIP; budget authority is also needed in order to sign consultant contracts that will support planning efforts. Total project cost (Estimate at Completion) has decreased by about 8% from the previous 10-year budget request for FY18-27, largely due to a better understanding of staff level-of-effort needs during the current biennium.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Since this project focuses only on planning and strategic guidance activities supporting the Trolley Expansion Program, this project would not result in a change to the operating budget.

## 8. PROJECT STATUS

During the current biennium, the project has helped to establish new (and revise existing) processes for identifying and developing trolley projects that involve permanent modification or expansion of the system. This has primarily focused on trolley modification projects that are initiated by external partner projects that need to be accommodated in the right of way. The project has also supported a Program Manager's time to provide strategic guidance to the Transportation Planners involved on various trolley projects.

In 2020, the project has initiated a Trolley Master Plan effort that will provide long-range, strategic guidance for the Trolley Expansion Program going forward. The primary objective of the Trolley Master Plan is to identify capital investment needs for moderate, strategic expansion of the trolley system (relative to known planned and funded expansions of the system) as well as capital improvements to the existing system to optimize network operations and provide capacity for planned service frequency increases. The result will be a long-range plan and a 6-year prioritized plan of capital project needs to support existing and future service needs.

## 9. ALTERNATIVES ANALYSIS

N/A

**NARRATIVES** TDC TROLLEY PLANNING 1134289

## 10. OTHER AGENCY INVOLVEMENT

King County Metro Mobility, Capital, Facilities, and Bus Operations divisions. The input of these various divisions is important to ensuring that capital planning for the trolley system identifies and develops projects that support Metro's service needs.

External agencies include Seattle Department of Transportation (SDOT), Seattle City Light (SCL), Washington Department of Transportation (WSDOT), Sound Transit, private developers, and others. These stakeholders have projects that modify the right of way such that the trolley system needs to be permanently modified. It is important to engage with these stakeholders early in their projects to understand their project and identify potential impacts to Metro's trolley system.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Significant portions of the trolley system are located in areas of Seattle that are vulnerable to the effects of poor air quality, such as Rainier Valley, the Central District, and Beacon Hill. Planning for additional investments in the system through this project will be made in alignment with the principles in the Mobility Framework, which means they will be focused in areas of greatest need. Further expansion of the trolley system in vulnerable areas would improve local air quality and reduce noise impacts from transportation in areas that, historically, have been the most significantly impacted. This is accomplished by converting routes operated by diesel-hybrid buses to electric trolley buses.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The continuation of this program supports SCAP Goal Area 1 (Transportation and Land Use), Category 1 (Alternative Vehicles, Fuels, and Technologies).

This program provides for strategic management of the Trolley Expansion Program, which supports the trolley overhead system that provides power to the zero emission fleet operated within the City of Seattle. This program will develop (and regularly update) a Trolley Master Plan that will identify and prioritize project opportunities to strategically expand the existing trolley system and electrify additional Metro routes that currently operate with diesel-hybrid buses. This will help Metro achieve its goal to have a zero-emissions bus fleet by2035, with strategic expansion that was envisioned in the Metro Connects long-range plan for the department.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MCDP CORRIDOR #1 — 1134293

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $348,426 | ($348,301) | $0 | $0 | $125 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$348,426** | **($348,301)** | **$0** | **$0** | **$125** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE — TDC MCDP CORRIDOR #1 — 1134293

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $125 | $0 | $0 | $0 | $0 | $125 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$125** | **$0** | **$0** | **$0** | **$0** | **$125** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $125 | $348,426 | $125 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$125** | **$348,426** | **$125** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $348,301 | ($348,301) | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$348,301** | **($348,301)** | **$0** | **$0** |

## NARRATIVES

TDC MCDP CORRIDOR #1 1134293

### Current Scope

Metro Connects Development Plan Corridor #1 - This project will improve transit performance and quality of service on a new line connecting Covington to SeaTac airport via Kent Station, comparable to existing Routes180 and 168 (Line 1514 per METRO CONNECTS service network). Improvements include traffic signal retiming, traffic operation changes at selected intersections, signal queue jumps and bypass lanes for buses to get ahead of queued traffic at busy signalized intersections, improved bus access, layover circulation and facilities, and bus zone improvements.

### 1. PROJECT SCOPE

Metro Connects Development Plan Corridor #1 - This project will improve transit performance and quality of service on a new line connecting Covington to SeaTac airport via Kent Station, comparable to existing Routes180 and 168 (Line 1514 per METRO CONNECTS service network). Improvements include traffic signal retiming, traffic operation changes at selected intersections, signal queue jumps and bypass lanes for buses to get ahead of queued traffic at busy signalized intersections, improved bus access, layover circulation and facilities, and bus zone improvements.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC MCDP CORRIDOR #1 1134293

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC S KING COUNTY CORR BUD 1134294

Master Project, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 5, 7, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC S KING COUNTY CORR BUD |
| **Substantial Completion** | 12/31/2024 |
| **Location** | South King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 08/01/20 - 01/27/21 | $0 | $148,831 | $0 | $0 | $148,831 |
| **2 Preliminary Design** 01/28/21 - 12/31/21 | $0 | $745,720 | $0 | $0 | $745,720 |
| **3 Final Design** 01/01/22 - 12/31/22 | $0 | $1,159,644 | $0 | $0 | $1,159,644 |
| **4 Implementation** 01/01/23 - 12/31/24 | $0 | $4,981,371 | $0 | $0 | $4,981,371 |
| **5 Closeout** 01/01/25 - 06/29/25 | $0 | $160,988 | $0 | $0 | $160,988 |
| **6 Acquisition** 01/28/21 - 01/28/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$7,196,555** | **$0** | **$0** | **$7,196,555** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $71,253 | $0 | $0 | $71,253 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $3,546,555 | $0 | $0 | $3,546,555 |
| **33118 - FED TRANSIT CAP INVEST** | $3,650,000 | $0 | $0 | $3,650,000 |
| **Total Revenue** | **$7,196,555** | **$0** | **$0** | **$7,196,555** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC S KING COUNTY CORR BUD 1134294

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $130,604 | $18,227 | $0 | $0 | $148,831 |
| 2 Prelim Design | $0 | $0 | $745,720 | $0 | $0 | $745,720 |
| 3 Final Design | $0 | $0 | $1,159,644 | $0 | $0 | $1,159,644 |
| 4 Implementation | $0 | $0 | $0 | $4,910,118 | $0 | $4,910,118 |
| 5 Closeout | $0 | $0 | $0 | $0 | $160,988 | $160,988 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$130,604** | **$1,923,592** | **$4,910,118** | **$160,988** | **$7,125,302** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $148,831 | $0 | $0 | $130,604 |
| 2 Preliminary Design | $0 | $745,720 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,159,644 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,910,118 | $0 | $0 | $0 |
| 5 Closeout | $0 | $160,988 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$7,125,302** | **$0** | **$0** | **$130,604** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($130,604) | $148,831 | $18,227 | $0 |
| 2 Preliminary Design | $0 | $745,720 | $745,720 | $0 |
| 3 Final Design | $0 | $1,159,644 | $1,159,644 | $0 |
| 4 Implementation | $0 | $4,981,371 | $0 | $4,981,371 |
| 5 Closeout | $0 | $160,988 | $0 | $160,988 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($130,604)** | **$7,196,554** | **$1,923,591** | **$5,142,359** |

**NARRATIVES** TDC S KING COUNTY CORR BUD 1134294

## Current Scope

South King County Corridor Improvements - This project will implement transit speed and reliability improvements along south King County Metro Routes 165 (new) and 181. The project's scope includes the planning, design, construction of speed and reliability treatments but not limited to bus lanes, bus lanes and signal queue jumps, turning restrictions, bus bulbs, signal timing optimization, transit signal priority, access to bus stops, layover, and other treatments to enhance bus operations. Project goals include improving transit service reliability, reducing the peak hour travel times by 5-10% for Routes 165 and 181, increasing transit ridership, and improving access to transit in areas where needs are the greatest. The corridors were identified as a future RapidRide corridors by 2040 in Metro Connects (2017), King County Metro's long-range public transportation plan and in agency initiatives.

# Capital Appropriation Proposal



**NARRATIVES** TDC S KING COUNTY CORR BUD 1134294

## 1. PROJECT SCOPE

South King County Corridor Improvements - This project will implement transit speed and reliability improvements along south King County Metro Routes 165 (new) and 181. The project's scope includes the planning, design, construction of speed and reliability treatments but not limited to bus lanes, bus lanes and signal queue jumps, turning restrictions, bus bulbs, signal timing optimization, transit signal priority, access to bus stops, layover, and other treatments to enhance bus operations. Project goals include improving transit service reliability, reducing the peak hour travel times by 5-10% for Routes 165 and 181, increasing transit ridership, and improving access to transit in areas where needs are the greatest. The corridors were identified as a future RapidRide corridors by 2040 in Metro Connects (2017), King County Metro's long-range public transportation plan and in agency initiatives.

## 2. PROGRAMMATIC PROJECT DISCUSSION

This program funds corridor improvements along S King County Corridor. It includes 2 routes: 165 (consolidation of 164 and 166) and 181, and is a source of local match for grant funding. The project schedules for the individual routes (165 and 181) may not be in alignment, but the programmatic approach will provide flexibility to advance the projects regardless. Planning phase for those corridors will be conducted at the same time, and schedule for design and implementation phases will be dependent on our partner agencies staff engagement and full support for corridor implementation as well as Metro's staff resources availability. The flexibility on schedule implementation will need to consider requirements if any, to continue to receive Federal Transit Administration grant funding.

## 3. PROJECT JUSTIFICATION

The project supports King County Metro's core priorities of providing fast and reliable transit service by significantly increasing transit speed and reliability and reducing bus travel times on Routes 165 (new) and 181 corridors for south King County riders. These investments support our partnerships with south King County jurisdictions and Sound Transit, serving communities with the highest rates of priority equity populations and connecting south King County residents to the future Federal Way Link extension and other regionally significant destinations. This project will serve communities with high percentages of populations defined in Metro Transit's Mobility Framework as "areas of unmet need", retain and grow transit ridership, and contribute to meeting King County's Climate Action Plan goals.

## 4. PROJECT BENEFITS/OUTCOMES

This corridor was identified in Metro Connects VISION as a future RapidRide corridor by 2040 and was prioritized for speed and reliability investments based on existing ridership, travel time variability, schedule reliability, social equity and connections to and between regionally designated growth centers. The existing congestion on this corridor inhibits reliability and increases travel times for bus service. By implementing transit preferential treatments, this project will improve the reliability of service on this corridor and improve travel time by approximately 5-10%, removing or reducing travel time barriers and saving 3 to 5 minutes per trip (75,000-125,000 passenger hours per year).

## 5. BUDGET REQUEST BASIS

This corridor was identified in the Need + Speed initiative in 2019 as a priority for speed and reliability upgrades. Planning and identification of those early speed and reliability improvements will occur in 2020-2021 and design and implementation in 2022-2024. Projected spending includes fully burdened staff time for planning, design, construction and professional services as necessary. The estimated cost is based on past experience with similar projects.

## 6. FUNDING AND REVENUE DISCUSSION

This project has been awarded funding though the 2020 PSRC Regional FTA Grant Competition to fund the construction. The grant will be awarded in late fall 2020 with expenditure in 2023-2024. MCDP Corridor #2 and #3 CIP budget that were included in 2019/2020 CIP budget will be reallocated to this project.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Based on the current proposal there is no significant operating budget impact with this project. Additional lighting improvements at selected bus stop locations may require additional operating expenses - this maintenance will be incorporated in the existing O&M bus zone and lighting program.

## 8. PROJECT STATUS

This is a new project. Metro has been awarded funding from the PSRC for FTA Regional funding to cover construction costs. This grant funding will be available in 2023/2024. The project is included in the Core for the 2021/2022 budget submittal.

**NARRATIVES** TDC S KING COUNTY CORR BUD 1134294

## 9. ALTERNATIVES ANALYSIS

Alternative analysis for this project will incorporate evaluation criteria that benefit transit operation improvements in areas with high percentages of populations defined in the Mobility Framework as "areas of unmet need.

## 10. OTHER AGENCY INVOLVEMENT

King County Metro Capital, Mobility, and Facilities divisions. Partner Agencies: Cities of Burien, Des Moines, Kent, Auburn. Partner Agencies will actively support the project through in-kind services such as: participating in project development and relevant community meetings.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The ESJ criteria will be incorporated in ranking project elements for implementation. This corridor serves communities with high percentages of populations defined in Metro Transit's Mobility Framework as "areas of unmet need". Over 140,000 people live within one half mile of the route, and that population is about 51% minority, 15% in poverty, and 8% without access to a vehicle. Within a half mile, 12% of the population lives with a disability and 12% are over 65 years old. Public transit is a significant form of transportation for these user groups, and improved speed and reliability provides such users with improved access to employment opportunities and other necessary services.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by providing fast, reliable, integrated mobility services and priority action GHG 2.5.1 Develop corridor prioritization to invest in areas with greatest needs. Partner with local jurisdictions to develop plans for transit corridors that provide safe and reliable transit services. The combination of travel time savings and ridership increase, along with improvements to traffic flow is projected to reduce emission of38,000 kg of CO2 per year. The project will save approx.13,000 gallons of fuel per year through traffic improvements and decrease single occupancy vehicle trips.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

This project has been identified as a priority in Need + Speed initiative to improve transit service where the needs are the greatest.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

This project will include transit signal priority installations at selected signalized intersections and it will utilize Next gen Wireless and Next gen TSP. No new IT technology is needed to complete this project.

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MCDP LCL AGNCY PARTSHIP 1134296

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC MCDP LCL AGNCY PARTSHIP |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $746,834 | ($746,834) | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $0 | $296,117 | $0 | $0 | $296,117 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$746,834** | **($450,717)** | **$0** | **$0** | **$296,117** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC MCDP LCL AGNCY PARTSHIP 1134296

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $296,117 | $0 | $0 | $0 | $0 | $296,117 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$296,117** | **$0** | **$0** | **$0** | **$0** | **$296,117** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $746,834 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $296,117 | $0 | $296,117 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$296,117** | **$746,834** | **$296,117** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $746,834 | ($746,834) | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($296,117) | $296,117 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$450,717** | **($450,717)** | **$0** | **$0** |

## NARRATIVES

TDC MCDP LCL AGNCY PARTSHIP 1134296

### Current Scope

Metro Connects Development Plan Local Agency Partnerships - This project is designed to invest in transit operational improvements utilizing two scenarios. Scenario 1) This fund is designated as Metro's contribution to local agency partners. Metro will provide speed and reliability capital investment for frequent, express, and local services. The local agency will lead the planning, design, and implementation for speed and reliability improvements. Scenario 2) Metro will lead capital project delivery for capital investments. Each local partner agency will have the option to select the capital delivery mechanism, assuming Metro has staff resources and capacity to deliver.

### 1. PROJECT SCOPE

Metro Connects Development Plan Local Agency Partnerships - This project is designed to invest in transit operational improvements utilizing two scenarios. Scenario 1) This fund is designated as Metro's contribution to local agency partners. Metro will provide speed and reliability capital investment for frequent, express, and local services. The local agency will lead the planning, design, and implementation for speed and reliability improvements. Scenario 2) Metro will lead capital project delivery for capital investments. Each local partner agency will have the option to select the capital delivery mechanism, assuming Metro has staff resources and capacity to deliver.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC MCDP LCL AGNCY PARTSHIP 1134296

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SPEED AND RELIAB PLANNING 1134297

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC SPEED AND RELIAB PLANNING |
| **Substantial Completion** | 12/31/2030 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/30 | $1,342,075 | $266,384 | $890,452 | $728,336 | $3,227,247 |
| **2 Preliminary Design** 01/01/20 - 12/31/30 | $0 | $707,926 | $439,054 | $644,880 | $1,791,859 |
| **3 Final Design** 01/01/31 - 05/30/31 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/31/31 - 05/24/32 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/31 - 03/01/31 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 03/30/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,342,075** | **$974,310** | **$1,329,506** | **$1,373,216** | **$5,019,107** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $974,310 | $1,329,506 | $1,373,216 | $3,677,032 |
| **Total Revenue** | **$974,310** | **$1,329,506** | **$1,373,216** | **$3,677,032** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SPEED AND RELIAB PLANNING 1134297

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $372,303 | $392,229 | $843,928 | $890,452 | $728,336 | $3,227,247 |
| 2 Prelim Design | $0 | $204,930 | $502,996 | $439,054 | $644,880 | $1,791,859 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$372,303** | **$597,158** | **$1,346,924** | **$1,329,506** | **$1,373,216** | **$5,019,107** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $4,803,482 | $539,805 | $1,342,075 | $764,531 |
| 2 Preliminary Design | $0 | $3,230,398 | $0 | $0 | $204,930 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,033,880** | **$539,805** | **$1,342,075** | **$969,461** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $577,544 | $266,384 | $843,928 | $0 |
| 2 Preliminary Design | ($204,930) | $707,926 | $502,996 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$372,614** | **$974,310** | **$1,346,924** | **$0** |

**NARRATIVES** TDC SPEED AND RELIAB PLANNING 1134297

## Current Scope

Speed and Reliability Planning - This program covers project planning, identification and prioritization of speed and reliability investments for the Corridor/Spot Improvement Sub Portfolio and provides program management activities. Staff will collaborate with the Mobility Division to ensure planning work conducted under this program aligns with the current needs and applies Mobility Framework principles. The effort for this program includes strategic development in planning for future capital investment based on financial resources availability in the out years.

# Capital Appropriation Proposal



**NARRATIVES** TDC SPEED AND RELIAB PLANNING 1134297

## 1. PROJECT SCOPE

Speed and Reliability Planning - This program covers project planning, identification and prioritization of speed and reliability investments for the Corridor/Spot Improvement Sub Portfolio and provides program management activities. Staff will collaborate with the Mobility Division to ensure planning work conducted under this program aligns with the current needs and applies Mobility Framework principles. The effort for this program includes strategic development in planning for future capital investment based on financial resources availability in the out years.

## 2. PROGRAMMATIC PROJECT DISCUSSION

Program management activities may include but are not limited to: exploring and preparing grant funding opportunities (local match for grant fund is not included in this program), building strong partnerships with local jurisdictions, pursuing and initiating linkages with other projects internally and externally to Metro, adapting selected projects within the programs to maintain the anticipated program/cost benefits in a coordinated and complimentary manner, and conducting conceptual plans/feasibility studies to select specific corridor projects to be carried out to the next design phase. Design and implementation phasing for the identified capital projects are not included in this program

## 3. PROJECT JUSTIFICATION

This program directly supports the Mobility Framework by working closely or partnering with local jurisdictions to plan Metro capital investment projects that increase transit and speed reliability where needs are the greatest. Partnering with local jurisdictions will result in fixed transit service improvements to move people quickly and reliably and will increase ridership through transit supportive improvements. All activities in this program are devoted to prioritizing capital planning projects and programs forward into design and delivery with capital fund support. This program is also consistent with Strategy 5.1.3 of King County Metro's Strategic Plan and supports Metro's Long Game to become a mobility agency.

## 4. PROJECT BENEFITS/OUTCOMES

Speed and Reliability is a critical element of our capital investments and helps keep service fast and reliable. All S&R activities are devoted to expeditiously moving capital projects and programs forward into design and delivery with capital fund support. Projects are established on a path of steady progress to move towards design phase. Where possible, flaws and risks are identified and addressed before a project is carried out to design phase. Near- and mid-term capital planning efforts will help define staff resource needs so that identified projects do not move into design phase before resources are available. When partner agencies and jurisdictions resources are available, they will often conduct the final implementation of the capital projects, which enables Metro staffing resources to be used more efficiently.

## 5. BUDGET REQUEST BASIS

This budget request includes professional services and staffing within the Speed and Reliability capital planning group, as well as funding for the program management efforts to identify and prioritize corridors needing capital investments in the next three biennia. Investment packages for each biennium will be prioritized and ranked through a comprehensive assessment and in collaboration with the Mobility Division to ensure the outcome is consistent with the future service level investments, and that they meet the Mobility Framework guidelines and are consistent with the current needs and METRO CONNECTS vision whenever possible.

## 6. FUNDING AND REVENUE DISCUSSION

All funds are provided by the Public Transportation Fund, capital sub fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Based on the current proposal, there is no significant operating budget impact with this program.

## 8. PROJECT STATUS

In collaboration with the Mobility Division, 2020 Corridor Planning was initiated in mid-April 2020 through Mobility Framework consultant services. A planning tool will be developed for analyzing the Frequent Service Network where the needs are the greatest. Additionally, staff explore opportunities to seek additional grant funding and have so far submitted two grant applications to compete for PSRC FTA grant funding. Typically, grant funding will not cover the cost planning effort in this program.

**NARRATIVES** TDC SPEED AND RELIAB PLANNING 1134297

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Across projects, the Speed and Reliability group partners with local jurisdictions and agencies for project design and implementation. Specifically for the corridor assessment and prioritization effort, Metro will work with partners at Seattle Department of Transportation (SDOT).

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The purpose and primary benefit of Speed and Reliability capital planning efforts is to develop a corridor improvement program that focuses on providing a top-notch customer experience. Key outcomes of this effort would include strategic corridor prioritization projects using social justice and equity criteria, a toolkit of best practices and context-sensitive customer experience improvements, and an implementation plan (scope, schedule, budget) for the resulting capital projects identified through this planning effort.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Strategic Climate Action Plan goals are considered a part of the prioritization process of projects and are included in benefits expected from project implementation. Program managers are responsible for ensuring benefits are achieved through implementation of projects within the programs. This Program removes barriers to transportation access through improving the transit efficiency and access with speed and reliability improvements. By improving corridor travel times and reliability this will help increase transit ridership and thereby reduce energy use and greenhouse gas emissions, which is consistent with King County and Metro plans and policies.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

This project will develop mid-term capital planning for Speed and Reliability investment on Frequent Service Network and non-RapidRide network. The result will help define multi-year staff resources and develop financial planning strategies through various grant funding opportunities and partner agency and jurisdiction resources.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC C-D ENHANCEMENTS (TDC C-D RR LINE ENHANCEMENT) 1134298

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | C and D Lines |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 03/31/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/01/19 - 07/31/21 | $816,584 | ($51,777) | $0 | $0 | $764,807 |
| **3 Final Design** 08/01/21 - 12/31/22 | $0 | $2,997,565 | $0 | $0 | $2,997,565 |
| **4 Implementation** 01/01/22 - 12/31/24 | $0 | $16,167,647 | $0 | $0 | $16,167,647 |
| **5 Closeout** 01/01/25 - 06/29/25 | $0 | $111,500 | $0 | $0 | $111,500 |
| **6 Acquisition** 08/01/21 - 10/29/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$816,584** | **$19,224,934** | **$0** | **$0** | **$20,041,518** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $190,346 | $0 | $0 | $190,346 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **39793 - CONTRIB SOUND TRANSIT OTHER** | $19,224,934 | $0 | $0 | $19,224,934 |
| **Total Revenue** | **$19,224,934** | **$0** | **$0** | **$19,224,934** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC C-D RR LINE ENHANCEMENT 1134298

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $144 | $275,789 | $488,874 | $0 | $0 | $764,807 |
| 3 Final Design | $0 | $0 | $2,997,565 | $0 | $0 | $2,997,565 |
| 4 Implementation | $0 | $0 | $3,196,096 | $12,781,205 | $0 | $15,977,301 |
| 5 Closeout | $0 | $0 | $0 | $0 | $111,500 | $111,500 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$144** | **$275,789** | **$6,682,535** | **$12,781,205** | **$111,500** | **$19,851,172** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $764,807 | $144 | $816,584 | $275,933 |
| 3 Final Design | $0 | $2,997,565 | $0 | $0 | $0 |
| 4 Implementation | $0 | $15,977,301 | $0 | $0 | $0 |
| 5 Closeout | $0 | $111,500 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$19,851,172** | **$144** | **$816,584** | **$275,933** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $540,651 | ($51,777) | $488,874 | $0 |
| 3 Final Design | $0 | $2,997,565 | $2,997,565 | $0 |
| 4 Implementation | $0 | $16,167,647 | $3,196,096 | $12,971,551 |
| 5 Closeout | $0 | $111,500 | $0 | $111,500 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$540,651** | **$19,224,935** | **$6,682,535** | **$13,083,051** |

**NARRATIVES** TDC C-D RR LINE ENHANCEMENT 1134298

## Current Scope

C & D-Line RapidRide Enhancement - This project will support the implementation of speed and reliability improvements and improved passenger amenities along the existing RapidRide C and D Lines.

## 1. PROJECT SCOPE

C & D-Line RapidRide Enhancement - This project will support the implementation of speed and reliability improvements and improved passenger amenities along the existing RapidRide C and D Lines.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC C-D RR LINE ENHANCEMENT 1134298

## 3. PROJECT JUSTIFICATION

Light rail is not expected in the areas served by RapidRide C and D lines until the mid-2030s. The results of this project will improve ridership and trip quality along the RapidRide C and D lines during the period prior to light rail implementation in these corridors. This project is up to 100% funded by Sound Transit. There is a three party agreement with the City of Seattle, Sound Transit and King County Metro Transit to lay out the process for identifying, designing and implementing specific improvements. This project and its associated funding will enable King County Metro Transit to proceed with planning improvements to Metro RapidRide service as the principal implementer in lieu of Sound Transit.

## 4. PROJECT BENEFITS/OUTCOMES

Improved ridership and better service on two of Metro's highest performing routes.

## 5. BUDGET REQUEST BASIS

This project is being funded by Sound Transit. The project is the direct result of the Sound Transit 3 vote and is characterized by Sound Transit as an early win project. This categorization is given to projects that are anticipated to be complete prior to 2024.

## 6. FUNDING AND REVENUE DISCUSSION

This project is being funded by Sound Transit.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This capital project will create assets which need to be maintained along the corridor. These assets include shelters, real time information signs, trash bins and ORCA fare collection equipment.

## 8. PROJECT STATUS

This project is currently in the Early Concept stage and is being led in partnership between Metro, ST and SDOT. A three party agreement for project delivery is nearly complete.

## 9. ALTERNATIVES ANALYSIS

An alternatives analysis will be developed during the upcoming biennium. Metro will advance several improvements identified by a Sound Transit speed and reliability study and will identify and develop additional Metro delivered improvements.

## 10. OTHER AGENCY INVOLVEMENT

Seattle Department of Transportation (SDOT) and Sound Transit will be involved in decision making for this project along with Metro. The nearly complete three party agreement will define roles and decision making processes. SDOT will lead delivery of roughly 20-30 improvements. Washington State Department of Transportation (WSDOT) may also be involved where this effort impacts WSDOT facilities.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and advance SCAP Green Building goals by achieving third-party Envision certification Platinum rating and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by providing fast, reliable, integrated mobility services and priority action GHG 2.5.3 Provide sustained and increased transit frequency.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC C-D RR LINE ENHANCEMENT 1134298

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ABFW VAC REPL 1134326

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/30/2022 |
| **Location** | 1555 Airport Way S, Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 04/30/21 | $0 | $77,939 | $0 | $0 | $77,939 |
| **2 Preliminary Design** 05/01/21 - 08/28/21 | $0 | $247,268 | $0 | $0 | $247,268 |
| **3 Final Design** 08/29/21 - 02/24/22 | $0 | $240,997 | $0 | $0 | $240,997 |
| **4 Implementation** 02/25/22 - 09/12/22 | $0 | $2,113,336 | $0 | $0 | $2,113,336 |
| **5 Closeout** 09/13/22 - 12/11/22 | $0 | $35,553 | $0 | $0 | $35,553 |
| **6 Acquisition** 05/01/21 - 05/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,715,093** | **$0** | **$0** | **$2,715,093** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $665,093 | $0 | $0 | $665,093 |
| **33118 - FED TRANSIT CAP INVEST** | $2,050,000 | $0 | $0 | $2,050,000 |
| **Total Revenue** | **$2,715,093** | **$0** | **$0** | **$2,715,093** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ABFW VAC REPL 1134326

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $77,939 | $0 | $0 | $77,939 |
| 2 Prelim Design | $0 | $0 | $247,268 | $0 | $0 | $247,268 |
| 3 Final Design | $0 | $0 | $240,997 | $0 | $0 | $240,997 |
| 4 Implementation | $0 | $0 | $2,113,336 | $0 | $0 | $2,113,336 |
| 5 Closeout | $0 | $0 | $35,553 | $0 | $0 | $35,553 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,715,093** | **$0** | **$0** | **$2,715,093** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $77,939 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $247,268 | $0 | $0 | $0 |
| 3 Final Design | $0 | $240,997 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,113,336 | $0 | $0 | $0 |
| 5 Closeout | $0 | $35,553 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,715,093** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $77,939 | $77,939 | $0 |
| 2 Preliminary Design | $0 | $247,268 | $247,268 | $0 |
| 3 Final Design | $0 | $240,997 | $240,997 | $0 |
| 4 Implementation | $0 | $2,113,336 | $2,113,336 | $0 |
| 5 Closeout | $0 | $35,553 | $35,553 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,715,093** | **$2,715,093** | **$0** |

**NARRATIVES** TDC ABFW VAC REPL 1134326

## Current Scope

Atlantic Base Wash Systems Refurbishment - This project refurbishes multiple components of fuel and wash systems at Atlantic Base. Timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

Atlantic Base Wash Systems Refurbishment - This project refurbishes multiple components of fuel and wash systems at Atlantic Base. Timing is consistent with Metro's Transit Asset Management Plan.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC ABFW VAC REPL 1134326

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have a conditional assessment of poor to marginal. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed assets with refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The 2021-2022 funding request is intended to support planning through closeout. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. Additionally, KPFF Consulting Engineers completed an analysis in December 2017 in which they provided an updated ROM cost for construction.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This project has been scaled back to replace the vacuum system only. A new request will be submitted if funding becomes available for other systems of the wash and fuel building(s) to be replaced.

## 9. ALTERNATIVES ANALYSIS

Alternatives Analysis was completed by KPFF in December 2017. The study included site visits to peer transit agencies to document their process for washing and vacuuming transit buses. Difficulty of implementation, cost, efficiency, and different combinations of available processes and equipment were rated with pros and cons listed for each system.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

# Capital Appropriation Proposal



**NARRATIVES** TDC ABFW VAC REPL 1134326

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce electricity consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Metro's vacuum system maintains safety and cleanliness of the buses.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE EQUIP RPL 2021-22 — 1134328

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2023 |
| **Location** | COUNTY WIDE |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 04/30/21 | $0 | $102,677 | $0 | $0 | $102,677 |
| **2 Preliminary Design** 05/01/21 - 12/26/21 | $0 | $650,772 | $0 | $0 | $650,772 |
| **3 Final Design** 12/27/21 - 04/25/22 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 12/27/21 - 12/21/22 | $0 | $3,787,570 | $0 | $0 | $3,787,570 |
| **5 Closeout** 12/22/22 - 06/19/23 | $0 | $4,140 | $72,143 | $0 | $76,283 |
| **6 Acquisition** 05/01/21 - 05/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$4,545,160** | **$72,143** | **$0** | **$4,617,303** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $4,545,160 | $72,143 | $0 | $4,617,303 |
| **Total Revenue** | **$4,545,160** | **$72,143** | **$0** | **$4,617,303** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE EQUIP RPL 2021-22 1134328

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $102,677 | $0 | $0 | $102,677 |
| 2 Prelim Design | $0 | $0 | $650,772 | $0 | $0 | $650,772 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $3,787,570 | $0 | $0 | $3,787,570 |
| 5 Closeout | $0 | $0 | $4,140 | $72,143 | $0 | $76,283 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$4,545,160** | **$72,143** | **$0** | **$4,617,303** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $102,677 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $650,772 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,787,570 | $0 | $0 | $0 |
| 5 Closeout | $0 | $76,283 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,617,303** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $102,677 | $102,677 | $0 |
| 2 Preliminary Design | $0 | $650,772 | $650,772 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,787,570 | $3,787,570 | $0 |
| 5 Closeout | $0 | $4,140 | $4,140 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,545,159** | **$4,545,159** | **$0** |

**NARRATIVES** TDC ROUTINE EQUIP RPL 2021-22 1134328

## Current Scope

Equipment Replacement - This routine project supports the replacement of major equipment at Metro Transit Facilities that are beyond their useful service life, with conditions of poor to inoperable, or are no longer efficient will be replaced. The priority order will follow the 2016 Transit Facilities Conditions Needs Report completed by a third party consultant and quality controlled by Transit's Engineering Unit.

## 1. PROJECT SCOPE

Equipment Replacement - This routine project supports the replacement of major equipment at Metro Transit Facilities that are beyond their useful service life, with conditions of poor to inoperable, or are no longer efficient will be replaced. The priority order will follow the 2016 Transit Facilities Conditions Needs Report completed by a third party consultant and quality controlled by Transit's Engineering Unit.

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE EQUIP RPL 2021-22 1134328

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This routine project addresses "State of Good Repair" principles through timely reinvestment of assets to keep the necessary functions in good, safe conditions for employees and the public. It also addresses three Metro Transit strategic goals: Employee safety, service performance, and financial stewardship. Replacement criteria are condition (poor to inoperable), age, depreciated value at or near zero, repair costs would exceed cost to buy new, or premature failure. The lifecycle of equipment varies depending on the use and purpose.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers. Benefits include safe operations, safe work environments, reliable equipment, and reduced corrective repair costs.

## 5. BUDGET REQUEST BASIS

This routine project budget request is based on historical and engineering cost estimates of the projects in its work plan. There are approximately 10 major equipment asset replacements anticipated in 2021-2022. This biennium's funding request will support planning through implementation.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a routine project. Planning through predesign will occur in 2021, and design through early implementation in 2022.

## 9. ALTERNATIVES ANALYSIS

Alternatives will be determined on a per project basis and will be analyzed during predesign.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce electricity consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE EQUIP RPL 2021-22 1134328

## 14. OTHER CONSIDERATIONS (OPTIONAL)

These equipment are tools necessary for Vehicle Maintenance staff to fulfill their job duties. Well functioning tools contribute to a supportive work environment for staff whose job is to maintain the safety and reliability of Metro buses.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FURNITURE REPL 2021-22 1134329

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 02/01/21 - 05/01/21 | $0 | $7,176 | $0 | $0 | $7,176 |
| **2 Preliminary Design** 05/02/21 - 07/30/21 | $0 | $17,865 | $0 | $0 | $17,865 |
| **3 Final Design** 07/31/21 - 12/27/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/31/21 - 08/24/22 | $0 | $201,979 | $0 | $0 | $201,979 |
| **5 Closeout** 08/25/22 - 11/22/22 | $0 | $6,562 | $0 | $0 | $6,562 |
| **6 Acquisition** 05/02/21 - 05/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$233,582** | **$0** | **$0** | **$233,582** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $233,582 | $0 | $0 | $233,582 |
| **Total Revenue** | **$233,582** | **$0** | **$0** | **$233,582** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC FURNITURE REPL 2021-22 1134329

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $7,176 | $0 | $0 | $7,176 |
| 2 Prelim Design | $0 | $0 | $17,865 | $0 | $0 | $17,865 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $201,979 | $0 | $0 | $201,979 |
| 5 Closeout | $0 | $0 | $6,562 | $0 | $0 | $6,562 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$233,582** | **$0** | **$0** | **$233,582** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $7,176 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $17,865 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $201,979 | $0 | $0 | $0 |
| 5 Closeout | $0 | $6,562 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$233,582** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $7,176 | $7,176 | $0 |
| 2 Preliminary Design | $0 | $17,865 | $17,865 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $201,979 | $201,979 | $0 |
| 5 Closeout | $0 | $6,562 | $6,562 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$233,582** | **$233,582** | **$0** |

**NARRATIVES** TDC FURNITURE REPL 2021-22 1134329

## Current Scope

Furniture Replacement - This program is to replace furniture that is past the end of its useful life or in poor condition. Initial purchases are planned to replace furniture located in the operator's lounge, general seating and quiet room areas at Metro Transit bases. Additional locations may be considered for furniture replacement as furniture conditions are assessed at all locations.

## 1. PROJECT SCOPE

Furniture Replacement - This program is to replace furniture that is past the end of its useful life or in poor condition. Initial purchases are planned to replace furniture located in the operator's lounge, general seating and quiet room areas at Metro Transit bases. Additional locations may be considered for furniture replacement as furniture conditions are assessed at all locations.

# Capital Appropriation Proposal



**NARRATIVES** TDC FURNITURE REPL 2021-22 1134329

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Timely replacement of furniture that is past the end of its useful life or in poor condition provides the bases with safe essential equipment. These furniture are heavily used daily. This project tracks furniture investments as assets and maintain safe environments for employees. Replacement criteria are condition (poor), age, depreciated value at or near zero, repair costs would exceed cost to buy new, or premature failure. Replacement furniture will be capitalized via the pooled asset method which is in compliance with Generally Accepted Accounting Principles.

## 4. PROJECT BENEFITS/OUTCOMES

Replacement of old and worn out furniture will result in safer and healthier environments and improved employee morale. Base furniture is used daily by hundreds of operators. The new furniture will be industrial quality and may allow for thorough cleaning.

## 5. BUDGET REQUEST BASIS

This routine project's budget request is based on previous years' actual project costs. Projects anticipated in 2021-2022 are replacement of furniture located in operators' lounges, general seating areas, and quiet rooms at Metro Transit bases. The 2021-2022 budget is anticipated to replace furniture at one base. Additional locations to be reviewed pending remaining available budget in 2022 and condition assessment of furniture at remaining sites.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance. This project will also eliminate the use of old, broken furniture thereby lowering risk of injury.

## 8. PROJECT STATUS

This is a routine project. Planning through final design will occur in 2021; implementation and closeout will occur in 2022.

## 9. ALTERNATIVES ANALYSIS

Alternatives will be determined on a per project basis in the predesign phase.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is exempt from the GBO. It must refer to the King County Sustainable Purchasing Guide to inform purchasing.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

This project will provide a cleaner, more comfortable, and professional environment for front-line employees.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC FURNITURE REPL 2021-22 1134329

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SHELTER REFURB 2021-22 — 1134330

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $137,543 | $0 | $0 | $137,543 |
| **2 Preliminary Design** 04/01/21 - 04/05/21 | $0 | $12,198 | $0 | $0 | $12,198 |
| **3 Final Design** 04/06/21 - 04/06/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/06/21 - 11/26/22 | $0 | $3,606,614 | $0 | $0 | $3,606,614 |
| **5 Closeout** 11/27/22 - 12/31/22 | $0 | $17,180 | $0 | $0 | $17,180 |
| **6 Acquisition** 04/01/21 - 04/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$3,773,535** | **$0** | **$0** | **$3,773,535** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $3,773,535 | $0 | $0 | $3,773,535 |
| **Total Revenue** | **$3,773,535** | **$0** | **$0** | **$3,773,535** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SHELTER REFURB 2021-22 1134330

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $137,543 | $0 | $0 | $137,543 |
| 2 Prelim Design | $0 | $0 | $12,198 | $0 | $0 | $12,198 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $3,606,614 | $0 | $0 | $3,606,614 |
| 5 Closeout | $0 | $0 | $17,180 | $0 | $0 | $17,180 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$3,773,535** | **$0** | **$0** | **$3,773,535** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $137,543 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $12,198 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,606,614 | $0 | $0 | $0 |
| 5 Closeout | $0 | $17,180 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,773,535** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $137,543 | $137,543 | $0 |
| 2 Preliminary Design | $0 | $12,198 | $12,198 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,606,614 | $3,606,614 | $0 |
| 5 Closeout | $0 | $17,180 | $17,180 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,773,535** | **$3,773,535** | **$0** |

**NARRATIVES** TDC SHELTER REFURB 2021-22 1134330

## Current Scope

2021-2022 Shelter Refurbishment - This project is for investments in 2021-2022 associated with the ongoing state of good repair maintenance program to refurbish 140-160 shelters annually. Bus shelters have a lifecycle of10 years, depending on the use in the area where shelters are located. Refurbishment work can involve component repairs and replacements, repainting, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art and Rapid Ride components that have more electrical and electronic systems. Specific locations will be developed in the next budget cycle.

# Capital Appropriation Proposal



**NARRATIVES** TDC SHELTER REFURB 2021-22 1134330

## 1. PROJECT SCOPE

2021-2022 Shelter Refurbishment - This project is for investments in 2021-2022 associated with the ongoing state of good repair maintenance program to refurbish 140-160 shelters annually. Bus shelters have a lifecycle of10 years, depending on the use in the area where shelters are located. Refurbishment work can involve component repairs and replacements, repainting, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art and Rapid Ride components that have more electrical and electronic systems. Specific locations will be developed in the next budget cycle.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Shelter Refurb Project supports the refurbishment of 160 - 180 bus stop shelters annually. Bus shelters have a lifecycle of 10 years, depending on the use in the area where shelters are located. Refurbishment includes component repairs and replacements, repaint, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art. This project supports the refurbishment of both Legacy Standard Shelters and Rapid Ride Shelters throughout King County.

## 4. PROJECT BENEFITS/OUTCOMES

The Bus Shelter Refurbishment project benefits include, instilling a sense of pride within the community by maintaining King County Metro's bus shelters with up to date protective coatings, new art work, new roof tops, new brighter and more dependable energy efficient solar panels, while insuring extended lifecycle and longevity of each shelter. This project fits into King County Metro's Long Game vision by providing incentive to all current and future ridership, with access to safe and efficient transportation throughout the Puget Sound. By maintaining the current portfolio of bus shelters, with good lighting, and a reliable cover from weather, Metro Transit bus shelters are inviting to a diverse population to patronize and enjoy the alternative of mass transit.

## 5. BUDGET REQUEST BASIS

The budget appropriation request provides the project with all of the necessary resources to insure that it is successful. Careful consideration has been taken to benchmark previous years expense trends, averaging $1.8 to $2 million per year to meet targets for labor requirements, materials, supplies, and the equipment needed for the 2021-2022 biennia. Also in consideration are anticipated additional expenses for Rapid Ride refurbishment. The budget also anticipates increases in materials with recent imposed tariffs, new materials contracts, as well as labor wage increases.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

South Facilities maintains all Metro legacy standard shelters and RapidRide shelters in the field. Maintenance includes cleaning off graffiti, repairing broken wood and glass panels, benches, trash receptacles, repairing car crash damage and replacing solar panel batteries. North Facilities maintains all Metro bus zones by providing garbage collection service and pressure washing the shelters and zones. These activities combined are responsible for a large percentage of operating costs for both North and South Facilities. The annual capital refurbishment of 160-180 shelters provides an opportunity to offset operating costs by providing a fully refurbished and refreshed shelter at many sites, and deferring a portion of operating costs to capital appropriation.

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

# Capital Appropriation Proposal



**NARRATIVES** TDC SHELTER REFURB 2021-22 1134330

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE EQUIP RPL 2023-24 — 1134331

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2025 |
| **Location** | COUNTY WIDE |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 04/30/23 | $0 | $0 | $107,180 | $0 | $107,180 |
| **2 Preliminary Design** 05/01/23 - 12/26/23 | $0 | $0 | $441,723 | $0 | $441,723 |
| **3 Final Design** 12/27/23 - 04/24/24 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 12/27/23 - 12/20/24 | $0 | $0 | $3,482,678 | $0 | $3,482,678 |
| **5 Closeout** 12/21/24 - 06/18/25 | $0 | $0 | $4,789 | $75,938 | $80,727 |
| **6 Acquisition** 05/01/23 - 05/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$4,036,371** | **$75,938** | **$4,112,309** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $4,036,371 | $75,938 | $4,112,309 |
| **Total Revenue** | **$0** | **$4,036,371** | **$75,938** | **$4,112,309** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE EQUIP RPL 2023-24 1134331

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $107,180 | $0 | $107,180 |
| 2 Prelim Design | $0 | $0 | $0 | $441,723 | $0 | $441,723 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $3,482,678 | $0 | $3,482,678 |
| 5 Closeout | $0 | $0 | $0 | $4,789 | $75,938 | $80,727 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$4,036,371** | **$75,938** | **$4,112,309** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $107,180 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $441,723 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,482,678 | $0 | $0 | $0 |
| 5 Closeout | $0 | $80,727 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,112,309** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC ROUTINE EQUIP RPL 2023-24 1134331

## Current Scope

2023-2024 Equipment Replacement - This is a placeholder for the routine project of Transit's equipment replacement for the2023-2024 biennium.

## 1. PROJECT SCOPE

2023-2024 Equipment Replacement - This is a placeholder for the routine project of Transit's equipment replacement for the2023-2024 biennium.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE EQUIP RPL 2023-24 1134331

## 3. PROJECT JUSTIFICATION

This program addresses "State of Good Repair" principles through timely reinvestment of assets to keep the necessary functions in good, safe conditions for employees and the public. It also addresses three Metro Transit strategic goals: Employee safety, service performance, and financial stewardship. Replacement criteria are condition (poor to inoperable), age, depreciated value at or near zero, repair costs would exceed cost to buy new, or premature failure. The lifecycle of equipment varies depending on the use and purpose.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers. Benefits include safe operations, safe work environments, reliable equipment, and reduced corrective repair costs.

## 5. BUDGET REQUEST BASIS

This routine project budget request is based on historical and engineering cost estimates of the projects in the work plan. There are approximately 10 major equipment asset replacements anticipated in 2023-2024.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a routine project for 2023-2024.

## 9. ALTERNATIVES ANALYSIS

Alternatives will be determined on a per project basis and will be analyzed during predesign.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE EQUIP RPL 2023-24 1134331

## 14. OTHER CONSIDERATIONS (OPTIONAL)

These equipment are tools necessary for Vehicle Maintenance staff to fulfill their job duties. Well functioning tools contribute to a supportive work environment for staff whose job is to maintain the safety and reliability of Metro buses.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FURNITURE REPL 2023-24 (TDC FURNITURE REPL 2023-24L) 1134332

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 02/01/23 - 05/01/23 | $0 | $0 | $13,273 | $0 | $13,273 |
| **2 Preliminary Design** 05/02/23 - 07/30/23 | $0 | $0 | $24,200 | $0 | $24,200 |
| **3 Final Design** 07/31/23 - 12/27/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/31/23 - 08/23/24 | $0 | $0 | $186,239 | $0 | $186,239 |
| **5 Closeout** 08/24/24 - 11/21/24 | $0 | $0 | $6,901 | $0 | $6,901 |
| **6 Acquisition** 05/02/23 - 05/02/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$230,612** | **$0** | **$230,612** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $230,612 | $0 | $230,612 |
| **Total Revenue** | **$0** | **$230,612** | **$0** | **$230,612** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC FURNITURE REPL 2023-24L 1134332

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $13,273 | $0 | $13,273 |
| 2 Prelim Design | $0 | $0 | $0 | $24,200 | $0 | $24,200 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $186,239 | $0 | $186,239 |
| 5 Closeout | $0 | $0 | $0 | $6,901 | $0 | $6,901 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$230,612** | **$0** | **$230,612** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $13,273 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $24,200 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $186,239 | $0 | $0 | $0 |
| 5 Closeout | $0 | $6,901 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$230,612** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC FURNITURE REPL 2023-24L 1134332

## Current Scope

Furniture Replacement - This program is to replace furniture that is past the end of its useful life or in poor condition. Initial purchases are planned to replace furniture located in the operator's lounge, general seating and quiet room areas at Metro Transit bases. Additional locations may be considered for furniture replacement as furniture conditions are assessed at all locations.

## 1. PROJECT SCOPE

Furniture Replacement - This program is to replace furniture that is past the end of its useful life or in poor condition. Initial purchases are planned to replace furniture located in the operator's lounge, general seating and quiet room areas at Metro Transit bases. Additional locations may be considered for furniture replacement as furniture conditions are assessed at all locations.

# Capital Appropriation Proposal



**NARRATIVES** TDC FURNITURE REPL 2023-24L 1134332

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Timely replacement of furniture that is past the end of its useful life or in poor condition provides the bases with safe essential equipment. These furniture are heavily used daily. This project tracks furniture investments as assets and maintain safe environments for employees. Replacement criteria are condition (poor), age, depreciated value at or near zero, repair costs would exceed cost to buy new, or premature failure. Replacement furniture will be capitalized via the pooled asset method, which is in compliance with Generally Accepted Accounting Principles.

## 4. PROJECT BENEFITS/OUTCOMES

Replacement of old and worn out furniture will result in safer and healthier environments and improved employee morale. Base furniture is used daily by hundreds of operators. The new furniture will be industrial quality and may allow for thorough cleaning.

## 5. BUDGET REQUEST BASIS

This routine project's budget request is based on prior years' actual project costs and vendor estimates.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance. This project will also eliminate the use of old, broken furniture thereby lowering risk of injury.

## 8. PROJECT STATUS

This is a routine project budget request for 2023-2024 biennium.

## 9. ALTERNATIVES ANALYSIS

Alternatives will be determined on a per project basis in the predesign phase.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is exempt from the GBO. It must refer to the King County Sustainable Purchasing Guide to inform purchasing.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

This project will provide a more comfortable and professional environment for front-line employees.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** TDC FURNITURE REPL 2023-24L 1134332

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SHELTER REFURB 2023-24 — 1134333

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/31/23 | $0 | $0 | $143,575 | $0 | $143,575 |
| **2 Preliminary Design** 04/01/23 - 04/05/23 | $0 | $0 | $12,733 | $0 | $12,733 |
| **3 Final Design** 04/06/23 - 09/02/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/06/23 - 11/25/24 | $0 | $0 | $3,806,101 | $0 | $3,806,101 |
| **5 Closeout** 11/26/24 - 12/30/24 | $0 | $0 | $18,067 | $0 | $18,067 |
| **6 Acquisition** 04/01/23 - 04/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$3,980,476** | **$0** | **$3,980,476** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $3,980,476 | $0 | $3,980,476 |
| **Total Revenue** | **$0** | **$3,980,476** | **$0** | **$3,980,476** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SHELTER REFURB 2023-24 1134333

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $143,575 | $0 | $143,575 |
| 2 Prelim Design | $0 | $0 | $0 | $12,733 | $0 | $12,733 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $3,806,101 | $0 | $3,806,101 |
| 5 Closeout | $0 | $0 | $0 | $18,067 | $0 | $18,067 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$3,980,476** | **$0** | **$3,980,476** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $143,575 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $12,733 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,806,101 | $0 | $0 | $0 |
| 5 Closeout | $0 | $18,067 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,980,476** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SHELTER REFURB 2023-24 1134333

## Current Scope

2023-2024 Shelter Refurbishment - This is a placeholder project for investments in 2023-2024 associated with the ongoing State of Good Repair maintenance program to refurbish 160-180 shelters annually. Bus shelters have a lifecycle of 10 years, depending on the use in the area where shelters are located. Refurbishment work can involve component repairs and replacements, repainting, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art, and RapidRide components that have more electrical and electronic systems. Specific locations will be developed in the next budget cycle.

# Capital Appropriation Proposal



**NARRATIVES** TDC SHELTER REFURB 2023-24 1134333

## 1. PROJECT SCOPE

2023-2024 Shelter Refurbishment - This is a placeholder project for investments in 2023-2024 associated with the ongoing State of Good Repair maintenance program to refurbish 160-180 shelters annually. Bus shelters have a lifecycle of 10 years, depending on the use in the area where shelters are located. Refurbishment work can involve component repairs and replacements, repainting, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art, and RapidRide components that have more electrical and electronic systems. Specific locations will be developed in the next budget cycle.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This work falls under the requirements for the State of Good Repair of our assets. The Shelter Refurb Project supports the refurbishment of 160 - 180 bus stop shelters annually. Bus shelters have a lifecycle of 10 years, depending on the use in the area where shelters are located. Refurbishment includes component repairs and replacements, repaint, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art. This project supports the refurbishment of both Legacy Standard Shelters and Rapid Ride Shelters throughout King County.

## 4. PROJECT BENEFITS/OUTCOMES

The Bus Shelter Refurbishment project benefits include, instilling a sense of pride within the community by maintaining King County Metro's bus shelters with up to date protective coatings, new art work, new roof tops, new brighter and more dependable energy efficient solar panels, while insuring extended lifecycle and longevity of each shelter. This project fits into King County Metro's Long Game vision by providing incentive to all current and future ridership, with access to safe and efficient transportation throughout the Puget Sound. By maintaining the current portfolio of bus shelters, with good lighting, and a reliable cover from weather, Metro Transit bus shelters are inviting to a diverse population to patronize and enjoy the alternative of mass transit.

## 5. BUDGET REQUEST BASIS

The budget appropriation request for the Shelter Refurb project provides the project with all of the necessary resources to ensure that it is successful. Careful consideration has been taken to benchmark previous years' expense trends, averaging $1.9 to $2.3 million per year, to meet targets for labor requirements, materials, supplies, and the equipment needed for the 2023-24 biennium. Also in consideration are anticipated additional expenses for Rapid Ride Refurb.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

South Facilities maintains all Metro legacy standard shelters and RapidRide shelters in the field. Maintenance includes cleaning off graffiti, repairing broken wood and glass panels, benches, trash receptacles, repairing car crash damage and replacing solar panel batteries. North Facilities maintains all Metro bus zones by providing garbage collection service and pressure washing the shelters and zones. These activities combined are responsible for a large percentage of operating costs for both North and South Facilities. The annual capital refurbishment of 160-180 shelters provides an opportunity to offset operating costs by providing a fully refurbished and refreshed shelter at many sites, and deferring a portion of operating costs to capital appropriation.

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

# Capital Appropriation Proposal



**NARRATIVES** TDC SHELTER REFURB 2023-24 1134333

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE FAC IMP 2021-22 — 1134354

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/01/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/30/21 | $0 | $10,848 | $0 | $0 | $10,848 |
| **2 Preliminary Design** 01/31/21 - 03/31/21 | $0 | $53,301 | $0 | $0 | $53,301 |
| **3 Final Design** 04/01/21 - 08/28/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/01/21 - 12/31/22 | $0 | $1,697,615 | $0 | $0 | $1,697,615 |
| **5 Closeout** 01/01/23 - 01/30/23 | $0 | $0 | $273,338 | $0 | $273,338 |
| **6 Acquisition** 01/31/21 - 01/31/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,761,764** | **$273,338** | **$0** | **$2,035,102** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,761,764 | $273,338 | $0 | $2,035,102 |
| **Total Revenue** | **$1,761,764** | **$273,338** | **$0** | **$2,035,102** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE FAC IMP 2021-22 1134354

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $10,848 | $0 | $0 | $10,848 |
| 2 Prelim Design | $0 | $0 | $53,301 | $0 | $0 | $53,301 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,697,615 | $0 | $0 | $1,697,615 |
| 5 Closeout | $0 | $0 | $0 | $273,338 | $0 | $273,338 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,761,764** | **$273,338** | **$0** | **$2,035,102** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $10,848 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $53,301 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,697,615 | $0 | $0 | $0 |
| 5 Closeout | $0 | $273,338 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,035,102** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $10,848 | $10,848 | $0 |
| 2 Preliminary Design | $0 | $53,301 | $53,301 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,697,615 | $1,697,615 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,761,764** | **$1,761,764** | **$0** |

**NARRATIVES** TDC ROUTINE FAC IMP 2021-22 1134354

## Current Scope

The Facilities Improvements program is routine capital project that supports transit operations and maintenance by adding new assets or by extending the lives of existing assets. Improvements are justified by changes in business practices, technology, regulations, to name a few of the criteria for proposed projects. The program improves transit operating facilities (bases, maintenance and support), their work environments for employees, and in certain cases, passenger facilities. Where feasible, ideally the sub projects will be packaged with other projects to minimize disruption to operations.

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE FAC IMP 2021-22 1134354

## 1. PROJECT SCOPE

The Facilities Improvements program is routine capital project that supports transit operations and maintenance by adding new assets or by extending the lives of existing assets. Improvements are justified by changes in business practices, technology, regulations, to name a few of the criteria for proposed projects. The program improves transit operating facilities (bases, maintenance and support), their work environments for employees, and in certain cases, passenger facilities. Where feasible, ideally the sub projects will be packaged with other projects to minimize disruption to operations.

## 2. PROGRAMMATIC PROJECT DISCUSSION

The types of projects that are within the scope of this master project are, for example, tenant improvements, facility security, energy reduction, facility and equipment modifications related to new bus fleets and regulatory requirements. Approved projects strive to meet “State of Good Repair” principles.

## 3. PROJECT JUSTIFICATION

This Program is the only capital fixed asset program that responds to new asset additions due to changes in business practices, technology or new regulations. Past examples are new lifts at VM bases to enable effective and safe handling of hybrid bus batteries, new storm water filtering system to remedy higher Department of Energy regulations, new security systems at key facilities, new fuel additive dispensing system at VM bases as required by new fleet engines, to name a few.

## 4. PROJECT BENEFITS/OUTCOMES

Providing funds for this work enables Transit to advance small scope projects in a timely manner. Without this program, Transit risks not being able to respond to near term or critical needs. One example is additional office space to accommodate staff growth. These projects further Transit's goals of being a great place to work by improved employee morale.

## 5. BUDGET REQUEST BASIS

This program budget request is based on previous biennia spend for this program. Specific projects will be estimated as the work is identified in the coming years

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Potential increased cleaning frequency and added routine maintenance at Transit Facilities, due to increased occupancy.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis will be completed for each sub project.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Projects in this program do not directly impact equity and social justice. However, many of these projects support service delivery to underserved areas.

**NARRATIVES** TDC ROUTINE FAC IMP 2021-22 1134354

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

For sub projects with construction: The project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE FAC IMP 2023-24 1134357

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/01/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 01/30/23 | $0 | $0 | $11,324 | $0 | $11,324 |
| **2 Preliminary Design** 01/31/23 - 03/31/23 | $0 | $0 | $55,902 | $0 | $55,902 |
| **3 Final Design** 04/01/23 - 08/28/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/01/23 - 12/30/24 | $0 | $0 | $1,796,585 | $0 | $1,796,585 |
| **5 Closeout** 12/31/24 - 01/29/25 | $0 | $0 | $9,383 | $280,296 | $289,679 |
| **6 Acquisition** 01/31/23 - 01/31/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,873,194** | **$280,296** | **$2,153,490** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,873,194 | $280,296 | $2,153,490 |
| **Total Revenue** | **$0** | **$1,873,194** | **$280,296** | **$2,153,490** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE FAC IMP 2023-24 1134357

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $11,324 | $0 | $11,324 |
| 2 Prelim Design | $0 | $0 | $0 | $55,902 | $0 | $55,902 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $1,796,585 | $0 | $1,796,585 |
| 5 Closeout | $0 | $0 | $0 | $9,383 | $280,296 | $289,679 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,873,194** | **$280,296** | **$2,153,490** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $11,324 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $55,902 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,796,585 | $0 | $0 | $0 |
| 5 Closeout | $0 | $289,679 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,153,490** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC ROUTINE FAC IMP 2023-24 1134357

## Current Scope

Routine Facility Improvements - The Facilities Improvements program is routine capital project that supports transit operations and maintenance by adding new assets or by extending the lives of existing assets. Improvements are justified by changes in business practices, technology, regulations, to name a few of the criteria for proposed projects. The program improves transit operating facilities (bases, maintenance and support), their work environments for employees, and in certain cases, passenger facilities. Where feasible, ideally the sub projects will be packaged with other projects to minimize disruption to operations.

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE FAC IMP 2023-24 1134357

## 1. PROJECT SCOPE

Routine Facility Improvements - The Facilities Improvements program is routine capital project that supports transit operations and maintenance by adding new assets or by extending the lives of existing assets. Improvements are justified by changes in business practices, technology, regulations, to name a few of the criteria for proposed projects. The program improves transit operating facilities (bases, maintenance and support), their work environments for employees, and in certain cases, passenger facilities. Where feasible, ideally the sub projects will be packaged with other projects to minimize disruption to operations.

## 2. PROGRAMMATIC PROJECT DISCUSSION

The types of projects that are within the scope of this master project are, for example, tenant improvements, facility security, energy reduction, facility and equipment modifications related to new bus fleets and regulatory requirements. Approved projects strive to meet “State of Good Repair” principles.

## 3. PROJECT JUSTIFICATION

This Program is the only capital fixed asset program that responds to new asset additions due to changes in business practices, technology or new regulations. Past examples are new lifts at VM bases to enable effective and safe handling of hybrid bus batteries, new storm water filtering system to remedy higher Department of Energy regulations, new security systems at key facilities, new fuel additive dispensing system at VM bases as required by new fleet engines, to name a few.

## 4. PROJECT BENEFITS/OUTCOMES

Providing funds for this work enables Transit to advance small scope projects in a timely manner. Without this program, Transit risks not being able to respond to near term or critical needs. One example is additional office space to accommodate staff growth. These projects further Transit's goals of being a great place to work by improved employee morale.

## 5. BUDGET REQUEST BASIS

This program budget request is based on previous biennia spend for this program. Specific projects will be estimated as the work is identified in the coming years.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Potential increased cleaning frequency and added routine maintenance at Transit Facilities, due to increased occupancy.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis will be completed for each sub project.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Projects in this program do not directly impact equity and social justice. However, many of these projects support service delivery to underserved areas.

**NARRATIVES** TDC ROUTINE FAC IMP 2023-24 1134357

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

For sub projects with construction: The project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC EB OPS HVAC REPL 1134363

MPA Reporting, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/01/2025 |
| **Location** | 1975 124th Ave NE, Bellevue |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 04/29/24 | $0 | $0 | $69,760 | $0 | $69,760 |
| **2 Preliminary Design** 04/30/24 - 11/15/24 | $0 | $0 | $529,376 | $0 | $529,376 |
| **3 Final Design** 11/16/24 - 08/02/25 | $0 | $0 | $1,050,546 | $0 | $1,050,546 |
| **4 Implementation** 08/03/25 - 09/06/26 | $0 | $0 | $16,497 | $12,125,741 | $12,142,238 |
| **5 Closeout** 09/07/26 - 01/04/27 | $0 | $0 | $0 | $789,439 | $789,439 |
| **6 Acquisition** 04/30/24 - 04/30/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,666,179** | **$12,915,181** | **$14,581,359** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $16,497 | $127,873 | $144,370 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,016,179 | $2,315,181 | $3,331,359 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $650,000 | $10,600,000 | $11,250,000 |
| **Total Revenue** | **$0** | **$1,666,179** | **$12,915,181** | **$14,581,359** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC EB OPS HVAC REPL 1134363

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $69,760 | $0 | $69,760 |
| 2 Prelim Design | $0 | $0 | $0 | $529,376 | $0 | $529,376 |
| 3 Final Design | $0 | $0 | $0 | $181,272 | $869,274 | $1,050,546 |
| 4 Implementation | $0 | $0 | $0 | $0 | $11,997,868 | $11,997,868 |
| 5 Closeout | $0 | $0 | $0 | $0 | $762,362 | $762,362 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$780,408** | **$13,629,504** | **$14,409,912** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $69,760 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $529,376 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,050,546 | $0 | $0 | $0 |
| 4 Implementation | $0 | $11,997,868 | $0 | $0 | $0 |
| 5 Closeout | $0 | $789,439 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$14,436,989** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC EB OPS HVAC REPL 1134363

## Current Scope

East Base Operations HVAC Replacement - This project replaces the HVAC systems at Base Ops/Maintenance buildings at East Base. The timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

East Base Operations HVAC Replacement - This project replaces the HVAC systems at Base Ops/Maintenance buildings at East Base. The timing is consistent with Metro's Transit Asset Management Plan.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC EB OPS HVAC REPL 1134363

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an average conditional rating of marginal to poor. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and FTA Sect. 5307 Earned Share FY2022 and FY2026 5307 Preservation Set Aside funding.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is an existing project originally planned for 2022, deferred to 2023-2026.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC EB OPS HVAC REPL 1134363

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce natural gas (fossil fuel) and electricity consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SB CSC HVAC REPL 1134365

MPA Reporting, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/06/2026 |
| **Location** | 12200 E Marginal Way S, Tukwila |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 04/29/24 | $0 | $0 | $69,760 | $0 | $69,760 |
| **2 Preliminary Design** 04/30/24 - 11/15/24 | $0 | $0 | $810,753 | $0 | $810,753 |
| **3 Final Design** 11/16/24 - 08/02/25 | $0 | $0 | $1,066,886 | $0 | $1,066,886 |
| **4 Implementation** 08/03/25 - 09/06/26 | $0 | $0 | $19,474 | $13,907,630 | $13,927,104 |
| **5 Closeout** 09/07/26 - 12/15/26 | $0 | $0 | $0 | $68,381 | $68,381 |
| **6 Acquisition** 04/30/24 - 04/30/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,966,873** | **$13,976,011** | **$15,942,884** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $19,474 | $138,376 | $157,850 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,166,873 | $2,426,011 | $3,592,884 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $800,000 | $11,550,000 | $12,350,000 |
| **Total Revenue** | **$0** | **$1,966,873** | **$13,976,011** | **$15,942,884** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SB CSC HVAC REPL 1134365

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $69,760 | $0 | $69,760 |
| 2 Prelim Design | $0 | $0 | $0 | $810,753 | $0 | $810,753 |
| 3 Final Design | $0 | $0 | $0 | $184,088 | $882,797 | $1,066,886 |
| 4 Implementation | $0 | $0 | $0 | $0 | $13,769,254 | $13,769,254 |
| 5 Closeout | $0 | $0 | $0 | $0 | $68,381 | $68,381 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,064,602** | **$14,720,432** | **$15,785,033** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $69,760 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $810,753 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,066,886 | $0 | $0 | $0 |
| 4 Implementation | $0 | $13,769,254 | $0 | $0 | $0 |
| 5 Closeout | $0 | $68,381 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$15,785,033** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SB CSC HVAC REPL 1134365

## Current Scope

South Base HVAC Replacement - This project funds replacement of multiple components of the HVAC systems at South Base. Timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

South Base HVAC Replacement - This project funds replacement of multiple components of the HVAC systems at South Base. Timing is consistent with Metro's Transit Asset Management Plan.

## 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** TDC SB CSC HVAC REPL 1134365

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an average conditional rating of marginal to poor. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is an existing project with implementation originally planned for 2022, deferred to 2023-2024.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project has been identified as a high priority for facility energy efficiency for its potential to reduce natural gas (fossil fuel) and electricity consumption.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC SB CSC HVAC REPL 1134365

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NB VM BUS LIFTS REPL 1134367

MPA Reporting, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 07/01/2027 |
| **Location** | 2160 N 163rd St, Shoreline |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 06/28/24 | $0 | $0 | $79,595 | $0 | $79,595 |
| **2 Preliminary Design** 06/29/24 - 04/24/25 | $0 | $0 | $694,709 | $0 | $694,709 |
| **3 Final Design** 04/25/25 - 01/19/26 | $0 | $0 | $634,484 | $0 | $634,484 |
| **4 Implementation** 01/20/26 - 09/11/27 | $0 | $0 | $14,088 | $16,453,431 | $16,467,519 |
| **5 Closeout** 09/12/27 - 12/20/27 | $0 | $0 | $0 | $65,967 | $65,967 |
| **6 Acquisition** 06/29/24 - 06/29/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,422,877** | **$16,519,398** | **$17,942,275** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $14,088 | $163,558 | $177,646 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,422,877 | $16,519,398 | $17,942,275 |
| **Total Revenue** | **$0** | **$1,422,877** | **$16,519,398** | **$17,942,275** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NB VM BUS LIFTS REPL 1134367

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $79,595 | $0 | $79,595 |
| 2 Prelim Design | $0 | $0 | $0 | $425,702 | $269,007 | $694,709 |
| 3 Final Design | $0 | $0 | $0 | $0 | $634,484 | $634,484 |
| 4 Implementation | $0 | $0 | $0 | $0 | $9,276,021 | $9,276,021 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$505,298** | **$10,179,512** | **$10,684,810** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $79,595 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $694,709 | $0 | $0 | $0 |
| 3 Final Design | $0 | $634,484 | $0 | $0 | $0 |
| 4 Implementation | $0 | $16,289,873 | $0 | $0 | $0 |
| 5 Closeout | $0 | $65,967 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$17,764,628** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC NB VM BUS LIFTS REPL 1134367

## Current Scope

North Base Lift Replacement - This project includes replacement of the rotary post axle lifts and rotary post platform lifts at North Base. The timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

North Base Lift Replacement - This project includes replacement of the rotary post axle lifts and rotary post platform lifts at North Base. The timing is consistent with Metro's Transit Asset Management Plan.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC NB VM BUS LIFTS REPL 1134367

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets are expected to reach the end of their useful life around the time of implementation. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC NB VM BUS LIFTS REPL 1134367

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SB VM BUS LIFTS REPL 1134368

MPA Reporting, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/01/2030 |
| **Location** | 12100 E Marginal Way S, Tukwila |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/26 - 06/29/26 | $0 | $0 | $0 | $84,618 | $84,618 |
| **2 Preliminary Design** 06/30/26 - 03/26/27 | $0 | $0 | $0 | $576,360 | $576,360 |
| **3 Final Design** 03/27/27 - 01/20/28 | $0 | $0 | $0 | $638,810 | $638,810 |
| **4 Implementation** 01/21/28 - 02/18/30 | $0 | $0 | $0 | $12,998 | $12,998 |
| **5 Closeout** 02/19/30 - 06/18/30 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 06/30/26 - 06/30/26 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$1,312,785** | **$1,312,785** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $12,998 | $12,998 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $1,312,785 | $1,312,785 |
| **Total Revenue** | **$0** | **$0** | **$1,312,785** | **$1,312,785** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SB VM BUS LIFTS REPL 1134368

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $84,618 | $84,618 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $392,500 | $392,500 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$477,118** | **$477,118** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $84,618 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $576,360 | $0 | $0 | $0 |
| 3 Final Design | $0 | $638,810 | $0 | $0 | $0 |
| 4 Implementation | $0 | $10,416,582 | $0 | $0 | $0 |
| 5 Closeout | $0 | $76,097 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,792,466** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SB VM BUS LIFTS REPL 1134368

## Current Scope

South Base Vehicle Maintenance Bus Lift Replacement - This project includes replacement of the rotary post axle lifts, rotary post platform lift and custom post platform lifts at South Base. The timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

South Base Vehicle Maintenance Bus Lift Replacement - This project includes replacement of the rotary post axle lifts, rotary post platform lift and custom post platform lifts at South Base. The timing is consistent with Metro's Transit Asset Management Plan.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC SB VM BUS LIFTS REPL 1134368

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets are expected to reach the end of their useful life around the time of implementation. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

**NARRATIVES** TDC SB VM BUS LIFTS REPL 1134368

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SB CSC LIFTS REPL 1134369

Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/01/2027 |
| **Location** | 12200 E Marginal Way S, Tukwila |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 06/29/25 | $0 | $0 | $0 | $69,167 | $69,167 |
| **2 Preliminary Design** 06/30/25 - 01/15/26 | $0 | $0 | $0 | $468,502 | $468,502 |
| **3 Final Design** 01/16/26 - 08/03/26 | $0 | $0 | $0 | $597,181 | $597,181 |
| **4 Implementation** 08/04/26 - 05/30/27 | $0 | $0 | $0 | $4,006,206 | $4,006,206 |
| **5 Closeout** 05/31/27 - 09/27/27 | $0 | $0 | $0 | $52,733 | $52,733 |
| **6 Acquisition** 06/30/25 - 06/30/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$5,193,788** | **$5,193,788** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $51,424 | $51,424 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $5,193,788 | $5,193,788 |
| **Total Revenue** | **$0** | **$0** | **$5,193,788** | **$5,193,788** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SB CSC LIFTS REPL 1134369

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $69,167 | $69,167 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $468,502 | $468,502 |
| 3 Final Design | $0 | $0 | $0 | $0 | $597,181 | $597,181 |
| 4 Implementation | $0 | $0 | $0 | $0 | $1,977,391 | $1,977,391 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$3,112,240** | **$3,112,240** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $69,167 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $468,502 | $0 | $0 | $0 |
| 3 Final Design | $0 | $597,181 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,954,782 | $0 | $0 | $0 |
| 5 Closeout | $0 | $52,733 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,142,364** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SB CSC LIFTS REPL 1134369

## Current Scope

Component Supply Center Lift Replacement - This project includes replacement of the custom platform table lifts and custom platform post lift at Component Supply Center. The timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

Component Supply Center Lift Replacement - This project includes replacement of the custom platform table lifts and custom platform post lift at Component Supply Center. The timing is consistent with Metro's Transit Asset Management Plan.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC SB CSC LIFTS REPL 1134369

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets are expected to reach the end of their useful life around the time of implementation. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

**NARRATIVES** TDC SB CSC LIFTS REPL 1134369

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SB NRV VEH FLD REPL 1134374

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/21/2023 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/22 - 03/31/22 | $0 | $41,784 | $0 | $0 | $41,784 |
| **2 Preliminary Design** 04/01/22 - 07/29/22 | $0 | $95,295 | $0 | $0 | $95,295 |
| **3 Final Design** 07/30/22 - 12/26/22 | $0 | $127,240 | $0 | $0 | $127,240 |
| **4 Implementation** 12/27/22 - 12/21/23 | $0 | $746,745 | $0 | $0 | $746,745 |
| **5 Closeout** 12/22/23 - 02/19/24 | $0 | $39,528 | $0 | $0 | $39,528 |
| **6 Acquisition** 04/01/22 - 04/01/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,050,593** | **$0** | **$0** | **$1,050,593** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,050,593 | $0 | $0 | $1,050,593 |
| **Total Revenue** | **$1,050,593** | **$0** | **$0** | **$1,050,593** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SB NRV VEH FLD REPL 1134374

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $41,784 | $0 | $0 | $41,784 |
| 2 Prelim Design | $0 | $0 | $95,295 | $0 | $0 | $95,295 |
| 3 Final Design | $0 | $0 | $127,240 | $0 | $0 | $127,240 |
| 4 Implementation | $0 | $0 | $11,117 | $735,628 | $0 | $746,745 |
| 5 Closeout | $0 | $0 | $0 | $39,528 | $0 | $39,528 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$275,436** | **$775,156** | **$0** | **$1,050,593** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $41,784 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $95,295 | $0 | $0 | $0 |
| 3 Final Design | $0 | $127,240 | $0 | $0 | $0 |
| 4 Implementation | $0 | $746,745 | $0 | $0 | $0 |
| 5 Closeout | $0 | $39,528 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,050,593** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $41,784 | $41,784 | $0 |
| 2 Preliminary Design | $0 | $95,295 | $95,295 | $0 |
| 3 Final Design | $0 | $127,240 | $127,240 | $0 |
| 4 Implementation | $0 | $746,745 | $11,117 | $735,628 |
| 5 Closeout | $0 | $39,528 | $0 | $39,528 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,050,592** | **$275,436** | **$775,156** |

**NARRATIVES** TDC SB NRV VEH FLD REPL 1134374

## Current Scope

Vehicle Fluids Distribution System Replacement - This project includes: 1) South Base– 500’ of 1” Steel Pipe and associated fittings and 2 sets of hose reels; 2) Bellevue Base – 500’ of 1” Steel Pipe and associated fittings and 2 sets of hose reels; and 3) Central Base/NRV – 500’ of 1” Steel Pipe and associated fittings and 2 sets of hose reels. The timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

Vehicle Fluids Distribution System Replacement - This project includes: 1) South Base– 500’ of 1” Steel Pipe and associated fittings and 2 sets of hose reels; 2) Bellevue Base – 500’ of 1” Steel Pipe and associated fittings and 2 sets of hose reels; and 3) Central Base/NRV – 500’ of 1” Steel Pipe and associated fittings and 2 sets of hose reels. The timing is consistent with Metro's Transit Asset Management Plan.

# Capital Appropriation Proposal



**NARRATIVES** TDC SB NRV VEH FLD REPL 1134374

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilizes a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an average condition of poor to marginal. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The 2021-2022 funding request is expected to support the complete project cost. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is an ongoing standard project, implementation expected in 2022-23

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

City of Bellevue

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

To the degree this project involved construction. This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

**NARRATIVES** TDC SB NRV VEH FLD REPL 1134374

## 14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE BLD ENV RP 2021-22 — 1134376

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $4,953 | $0 | $0 | $4,953 |
| **2 Preliminary Design** 04/01/21 - 07/29/21 | $0 | $22,405 | $0 | $0 | $22,405 |
| **3 Final Design** 07/30/21 - 12/26/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/30/21 - 09/02/22 | $0 | $644,419 | $0 | $0 | $644,419 |
| **5 Closeout** 09/03/22 - 12/11/22 | $0 | $23,484 | $0 | $0 | $23,484 |
| **6 Acquisition** 04/01/21 - 04/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$695,260** | **$0** | **$0** | **$695,260** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $695,260 | $0 | $0 | $695,260 |
| **Total Revenue** | **$695,260** | **$0** | **$0** | **$695,260** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE BLD ENV RP 2021-22 1134376

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $4,953 | $0 | $0 | $4,953 |
| 2 Prelim Design | $0 | $0 | $22,405 | $0 | $0 | $22,405 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $644,419 | $0 | $0 | $644,419 |
| 5 Closeout | $0 | $0 | $23,484 | $0 | $0 | $23,484 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$695,260** | **$0** | **$0** | **$695,260** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $4,953 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $22,405 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $644,419 | $0 | $0 | $0 |
| 5 Closeout | $0 | $23,484 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$695,260** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $4,953 | $4,953 | $0 |
| 2 Preliminary Design | $0 | $22,405 | $22,405 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $644,419 | $644,419 | $0 |
| 5 Closeout | $0 | $23,484 | $23,484 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$695,261** | **$695,261** | **$0** |

**NARRATIVES** TDC ROUTINE BLD ENV RP 2021-22 1134376

## Current Scope

2021-2022 Roof Replacement Placeholder - This is a placeholder project for investments in the 2021-2022 Roof Replacement Program including: 1) Central Base Fuel Building; 2) Central Base Maintenance West Canopy; 3) Bellevue Base Fuel Building Closure Plate Installation. The timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

2021-2022 Roof Replacement Placeholder - This is a placeholder project for investments in the 2021-2022 Roof Replacement Program including: 1) Central Base Fuel Building; 2) Central Base Maintenance West Canopy; 3) Bellevue Base Fuel Building Closure Plate Installation. The timing is consistent with Metro's Transit Asset Management Plan.

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE BLD ENV RP 2021-22 1134376

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilizes a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an average condition of poor to marginal. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The 2021-2022 funding request is expected to support the complete project cost. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

**NARRATIVES** TDC ROUTINE BLD ENV RP 2021-22 1134376

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC OA FIRE SYST REPL 2023-24 — 1134377

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/20/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/31/23 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/01/23 - 07/29/23 | $0 | $0 | $136,591 | $0 | $136,591 |
| **3 Final Design** 07/30/23 - 12/26/23 | $0 | $0 | $136,591 | $0 | $136,591 |
| **4 Implementation** 12/27/23 - 12/20/24 | $0 | $0 | $2,587,623 | $0 | $2,587,623 |
| **5 Closeout** 12/21/24 - 04/19/25 | $0 | $0 | $50,000 | $0 | $50,000 |
| **6 Acquisition** 04/01/23 - 06/29/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$2,910,805** | **$0** | **$2,910,805** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $2,910,805 | $0 | $2,910,805 |
| **Total Revenue** | **$0** | **$2,910,805** | **$0** | **$2,910,805** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC OA FIRE SYST REPL 2023-24 1134377

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $136,591 | $0 | $136,591 |
| 3 Final Design | $0 | $0 | $0 | $136,591 | $0 | $136,591 |
| 4 Implementation | $0 | $0 | $0 | $2,587,623 | $0 | $2,587,623 |
| 5 Closeout | $0 | $0 | $0 | $4,583 | $45,417 | $50,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$2,865,388** | **$45,417** | **$2,910,805** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $136,591 | $0 | $0 | $0 |
| 3 Final Design | $0 | $136,591 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,587,623 | $0 | $0 | $0 |
| 5 Closeout | $0 | $50,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,910,805** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC OA FIRE SYST REPL 2023-24 1134377

## Current Scope

Fire Control System Replacement Placeholder - This is a placeholder project for future routine replacement of fire control systems at multiple Transit locations. The scope assumes replacements and/or repairs of the fire system, including but not limited to: sprinkler heads, piping, alarms, dry riser system(s), valve(s) and associated components. Locations will be confirmed in future budget cycle. The timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

Fire Control System Replacement Placeholder - This is a placeholder project for future routine replacement of fire control systems at multiple Transit locations. The scope assumes replacements and/or repairs of the fire system, including but not limited to: sprinkler heads, piping, alarms, dry riser system(s), valve(s) and associated components. Locations will be confirmed in future budget cycle. The timing is consistent with Metro's Transit Asset Management Plan.

# Capital Appropriation Proposal



**NARRATIVES** TDC OA FIRE SYST REPL 2023-24 1134377

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. Average condition of the assets in this project is marginal. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading tc increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC OA FIRE SYST REPL 2023-24 1134377

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NF & PD UST REPL 1134380

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/18/2023 |
| **Location** | 12525 STONE AVE N, SEATTLE 98133: North Facilities |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 05/25/21 | $0 | $34,479 | $0 | $0 | $34,479 |
| **2 Preliminary Design** 05/26/21 - 12/11/21 | $0 | $115,908 | $0 | $0 | $115,908 |
| **3 Final Design** 12/12/21 - 06/29/22 | $0 | $118,450 | $0 | $0 | $118,450 |
| **4 Implementation** 06/30/22 - 01/15/23 | $0 | $600,805 | $0 | $0 | $600,805 |
| **5 Closeout** 01/16/23 - 04/15/23 | $0 | $26,726 | $0 | $0 | $26,726 |
| **6 Acquisition** 05/26/21 - 08/23/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$896,367** | **$0** | **$0** | **$896,367** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $896,367 | $0 | $0 | $896,367 |
| **Total Revenue** | **$896,367** | **$0** | **$0** | **$896,367** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NF & PD UST REPL 1134380

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $34,479 | $0 | $0 | $34,479 |
| 2 Prelim Design | $0 | $0 | $115,908 | $0 | $0 | $115,908 |
| 3 Final Design | $0 | $0 | $118,450 | $0 | $0 | $118,450 |
| 4 Implementation | $0 | $0 | $554,548 | $46,257 | $0 | $600,805 |
| 5 Closeout | $0 | $0 | $0 | $26,726 | $0 | $26,726 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$823,385** | **$72,982** | **$0** | **$896,367** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $34,479 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $115,908 | $0 | $0 | $0 |
| 3 Final Design | $0 | $118,450 | $0 | $0 | $0 |
| 4 Implementation | $0 | $600,805 | $0 | $0 | $0 |
| 5 Closeout | $0 | $26,726 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$896,367** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $34,479 | $34,479 | $0 |
| 2 Preliminary Design | $0 | $115,908 | $115,908 | $0 |
| 3 Final Design | $0 | $118,450 | $118,450 | $0 |
| 4 Implementation | $0 | $600,805 | $554,548 | $46,257 |
| 5 Closeout | $0 | $26,726 | $0 | $26,726 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$896,368** | **$823,385** | **$72,983** |

**NARRATIVES** TDC NF & PD UST REPL 1134380

## Current Scope

Fuel Storage Tank Replacement - This project is for planned replacement of fuel storage tanks at North Facilities and Power Distribution. The timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

Fuel Storage Tank Replacement - This project is for planned replacement of fuel storage tanks at North Facilities and Power Distribution. The timing is consistent with Metro's Transit Asset Management Plan.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC NF & PD UST REPL 1134380

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. The 2021-2022 funding request is expected to support final design and implementation of the tank replacement or tank lining.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is an ongoing standard project implementation is expected in 2021-22

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC NF & PD UST REPL 1134380

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC OA TROLLY PWR REPL 1134385

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/10/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 04/29/24 | $0 | $0 | $27,048 | $0 | $27,048 |
| **2 Preliminary Design** 04/30/24 - 10/26/24 | $0 | $0 | $81,538 | $0 | $81,538 |
| **3 Final Design** 10/27/24 - 05/14/25 | $0 | $0 | $120,518 | $0 | $120,518 |
| **4 Implementation** 05/15/25 - 03/10/26 | $0 | $0 | $0 | $1,985,810 | $1,985,810 |
| **5 Closeout** 03/11/26 - 07/08/26 | $0 | $0 | $0 | $42,277 | $42,277 |
| **6 Acquisition** 04/30/24 - 04/30/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$229,104** | **$2,028,087** | **$2,257,192** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $108,842 | $370,632 | $479,475 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $120,262 | $1,657,455 | $1,777,717 |
| **Total Revenue** | **$0** | **$229,104** | **$2,028,087** | **$2,257,192** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC OA TROLLY PWR REPL 1134385

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $27,048 | $0 | $27,048 |
| 2 Prelim Design | $0 | $0 | $0 | $81,538 | $0 | $81,538 |
| 3 Final Design | $0 | $0 | $0 | $38,936 | $81,582 | $120,518 |
| 4 Implementation | $0 | $0 | $0 | $0 | $1,985,810 | $1,985,810 |
| 5 Closeout | $0 | $0 | $0 | $0 | $42,277 | $42,277 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$147,522** | **$2,109,669** | **$2,257,191** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $27,048 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $81,538 | $0 | $0 | $0 |
| 3 Final Design | $0 | $120,518 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,985,810 | $0 | $0 | $0 |
| 5 Closeout | $0 | $42,277 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,257,192** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC OA TROLLY PWR REPL 1134385

## Current Scope

Trolley Power Delivery System Replacement - This project for the routine replacement of power delivery system components at several substations. Assumed substations per condition assessment recommendations are: Allison, Davy Jones, and Galer. The timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

Trolley Power Delivery System Replacement - This project for the routine replacement of power delivery system components at several substations. Assumed substations per condition assessment recommendations are: Allison, Davy Jones, and Galer. The timing is consistent with Metro's Transit Asset Management Plan.

# Capital Appropriation Proposal



**NARRATIVES** TDC OA TROLLY PWR REPL 1134385

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilizes a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an average condition of poor to marginal. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The 2021-2022 funding request is expected to support the complete project lifecycle. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.

## 6. FUNDING AND REVENUE DISCUSSION

FTA 5337 HIFG funds at 80%

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is an ongoing standard project, deferred from 2022, with implementation planned in 2025

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

**NARRATIVES** TDC OA TROLLY PWR REPL 1134385

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

This project supports the SCAP goal to optimize, enhance and expand the zero emissions fleet.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

N/A

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE PAV REPL 2021-22 — 1134386

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/01/21 | $0 | $21,250 | $0 | $0 | $21,250 |
| **2 Preliminary Design** 03/02/21 - 05/30/21 | $0 | $18,495 | $0 | $0 | $18,495 |
| **3 Final Design** 05/31/21 - 10/27/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/31/21 - 09/02/22 | $0 | $3,467,904 | $0 | $0 | $3,467,904 |
| **5 Closeout** 09/03/22 - 12/01/22 | $0 | $24,398 | $0 | $0 | $24,398 |
| **6 Acquisition** 03/02/21 - 03/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$3,532,047** | **$0** | **$0** | **$3,532,047** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $3,532,047 | $0 | $0 | $3,532,047 |
| **Total Revenue** | **$3,532,047** | **$0** | **$0** | **$3,532,047** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE PAV REPL 2021-22 1134386

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $21,250 | $0 | $0 | $21,250 |
| 2 Prelim Design | $0 | $0 | $18,495 | $0 | $0 | $18,495 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $3,467,904 | $0 | $0 | $3,467,904 |
| 5 Closeout | $0 | $0 | $24,398 | $0 | $0 | $24,398 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$3,532,047** | **$0** | **$0** | **$3,532,047** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $21,250 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $18,495 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,467,904 | $0 | $0 | $0 |
| 5 Closeout | $0 | $24,398 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,532,047** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $21,250 | $21,250 | $0 |
| 2 Preliminary Design | $0 | $18,495 | $18,495 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,467,904 | $3,467,904 | $0 |
| 5 Closeout | $0 | $24,398 | $24,398 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,532,047** | **$3,532,047** | **$0** |

**NARRATIVES** TDC ROUTINE PAV REPL 2021-22 1134386

## Current Scope

Routine Paving Repair 2021 to 2022 - This project includes the repair and replacement of asphalt and concrete paving at Metro transit facilities including bases and park & rides.

## 1. PROJECT SCOPE

Routine Paving Repair 2021 to 2022 - This project includes the repair and replacement of asphalt and concrete paving at Metro transit facilities including bases and park & rides.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE PAV REPL 2021-22 1134386

## 3. PROJECT JUSTIFICATION

This program supports Transit strategy to maintain our system in a state of good repair and to support efficient and effective service delivery. Routine paving repair needs are ongoing, and this project supports those needs to keep the system in a State of Good Repair (SGR). SGR is the principle underlying Transit's asset management plan; to keep assets in good, safe conditions through timely maintenance and repair, and to reinvest assets when conditions and/or age affect its performance reliability. Routine paving assets are defined as assets that support operational bases, transit centers and Park and Ride facilities, and other routine surface repairs excluding buildings. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County. Failure to maintain pavement, specifically, increases maintenance cost with vehicles that traverse damaged pavement sections. It may also lead to potential trip hazards and safety risk.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

This budget request is based on recent inspections of the facilities and scheduled repairs and maintenance in accordance with programmatic life cycle schedules. The dollar amount is derived from comparison with previous years' repairs and current on-call contract unit prices. The 2021 -2022 funding request is expected to include the completion of all works indicated in the scope of work for this biennium, from planning through implementation and close out.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Routine paving repair and maintenance extends the useful life of paving assets and defers major capital replacement.

## 8. PROJECT STATUS

This is an ongoing routine capital project, a continuation of paving program needs previously performed on project 1134268 - TDC ROUTINE PAV REPAIR 2019-20.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The smaller contracts used to complete these projects will allow smaller contractors and firms to be more competitive and create growth opportunities, in alignment with Goal 2 of King County ESJ Strategic Plans, Policies, and Budgets (Policy guidance incorporates the ESJ Shared Values into analysis and decision-making for operations and service delivery) and Goal 2 Community Partnerships (Expand and promote diversity among applicant pool by creating pro-equity contracting processes that are visible and accessible to contractors of varied size and capacities, consistent with state and federal law).

**NARRATIVES** TDC ROUTINE PAV REPL 2021-22 1134386

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Possible strategies identified for this project include recycled base course, recycled concrete in the mix (concrete), RAS mix (Recycled Asphalt shingles), and recycled steel reinforcement.

Priority for this project to advance these 2020 SCAP goals:
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Material choices such as Asphalt versus Concrete have been investigated to reduce the overall lifecycle costs and minimize disruptions to operations.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 2021 OBS-CCS REFRESH 1134388

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2025 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 06/30/23 | $0 | $0 | $693,737 | $0 | $693,737 |
| **2 Preliminary Design** 07/01/23 - 12/31/23 | $0 | $0 | $813,937 | $0 | $813,937 |
| **3 Final Design** 01/01/24 - 12/30/24 | $0 | $0 | $2,349,045 | $0 | $2,349,045 |
| **4 Implementation** 01/01/25 - 12/31/25 | $0 | $0 | $2,543,343 | $0 | $2,543,343 |
| **5 Closeout** 01/01/26 - 12/31/26 | $0 | $0 | $959,570 | $0 | $959,570 |
| **6 Acquisition** 07/01/23 - 09/28/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$7,359,631** | **$0** | **$7,359,631** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $7,359,631 | $0 | $7,359,631 |
| **Total Revenue** | **$0** | **$7,359,631** | **$0** | **$7,359,631** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC 2021 OBS-CCS REFRESH 1134388

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $693,737 | $0 | $693,737 |
| 2 Prelim Design | $0 | $0 | $0 | $813,937 | $0 | $813,937 |
| 3 Final Design | $0 | $0 | $0 | $2,349,045 | $0 | $2,349,045 |
| 4 Implementation | $0 | $0 | $0 | $0 | $2,543,343 | $2,543,343 |
| 5 Closeout | $0 | $0 | $0 | $0 | $959,570 | $959,570 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$3,856,718** | **$3,502,913** | **$7,359,631** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $693,737 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $813,937 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,349,045 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,543,343 | $0 | $0 | $0 |
| 5 Closeout | $0 | $959,570 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$7,359,631** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC 2021 OBS-CCS REFRESH 1134388

## Current Scope

Upgrade Transit On Board Systems - This placeholder project will fund future anticipated upgrades to Transit's on board systems and systems at the Transit Control Center. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.

## 1. PROJECT SCOPE

Upgrade Transit On Board Systems - This placeholder project will fund future anticipated upgrades to Transit's on board systems and systems at the Transit Control Center. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.

# Capital Appropriation Proposal



**NARRATIVES** TDC 2021 OBS-CCS REFRESH 1134388

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The essential On-Board System and Control Center System software support will expire in 2023.

## 4. PROJECT BENEFITS/OUTCOMES

Project Benefits and Outcomes:
The OBS upgrade will significantly modernize real-time control and response support for Metro Transit to include fleet monitoring, schedule adherence, and incident response. This key technology investment directly supports critical requirement to provide operator and passenger safety in King County's environment. This project will:
•Improve quality and reliability of communications and data exchange with fleet operators and passengers.
•Upgrading Metro Transit's mission critical OBS system at a regular cadence will help mitigate the risks of a critical system becoming unsupported.
•Upgrade will enhance real-time communications and data exchange with County and regional response services to include police, fire, medical
•Improved reliability and maintainability.
•Improved connection to and use of digital data and systems.

## 5. BUDGET REQUEST BASIS

The requested budget will fund the effort from project start up and planning detailed design, hardware and software procurement, and implementation.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating costs are not expected to increase substantially due to the upgrade.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

Transit has expended a significant investment in implementing the On-Board and Control Center Systems to meet Metro Transit requirements. This project will upgrade those systems to the most current technology to maintain a technology state of good repair. An Alternatives Analysis process will be performed during the project to evaluate technologies available at the time of upgrade.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** TDC 2021 OBS-CCS REFRESH 1134388

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 2021 TBIRD FUTURE PHAS 1134389

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/18/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/09/23 - 04/08/23 | $0 | $0 | $236,889 | $0 | $236,889 |
| **2 Preliminary Design** 04/09/23 - 08/06/23 | $0 | $0 | $940,261 | $0 | $940,261 |
| **3 Final Design** 08/07/23 - 04/02/24 | $0 | $0 | $2,761,976 | $0 | $2,761,976 |
| **4 Implementation** 04/03/24 - 11/08/26 | $0 | $0 | $4,404,414 | $0 | $4,404,414 |
| **5 Closeout** 11/09/26 - 12/18/26 | $0 | $0 | $18,367 | $0 | $18,367 |
| **6 Acquisition** 04/09/23 - 04/09/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$8,361,906** | **$0** | **$8,361,906** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $8,361,906 | $0 | $8,361,906 |
| **Total Revenue** | **$0** | **$8,361,906** | **$0** | **$8,361,906** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC 2021 TBIRD FUTURE PHAS 1134389

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $236,889 | $0 | $236,889 |
| 2 Prelim Design | $0 | $0 | $0 | $940,261 | $0 | $940,261 |
| 3 Final Design | $0 | $0 | $0 | $2,761,976 | $0 | $2,761,976 |
| 4 Implementation | $0 | $0 | $0 | $1,265,689 | $3,138,724 | $4,404,414 |
| 5 Closeout | $0 | $0 | $0 | $0 | $18,367 | $18,367 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$5,204,815** | **$3,157,091** | **$8,361,906** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $236,889 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $940,261 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,761,976 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,404,414 | $0 | $0 | $0 |
| 5 Closeout | $0 | $18,367 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,361,906** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC 2021 TBIRD FUTURE PHAS 1134389

## Current Scope

Complete Buildout of Transit's Business Intelligence System - This placeholder project funds future anticipated work necessary to complete the build out of Transit's Business Intelligence data warehouse and capabilities. The current TBIRD project scope does not include funding for all systems to be included and anticipates that additional resources and time will be required.

## 1. PROJECT SCOPE

Complete Buildout of Transit's Business Intelligence System - This placeholder project funds future anticipated work necessary to complete the build out of Transit's Business Intelligence data warehouse and capabilities. The current TBIRD project scope does not include funding for all systems to be included and anticipates that additional resources and time will be required.

# Capital Appropriation Proposal



**NARRATIVES** TDC 2021 TBIRD FUTURE PHAS 1134389

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The current TBIRD project scope does not include funding for all data sources to be included and anticipates that additional resources and time will be required, to allow for the full data analytics and reporting capabilities required of TBIRD.

## 4. PROJECT BENEFITS/OUTCOMES

Management decisions and agency reporting are based upon a full understanding of business operations, which includes data from systems across Metro Transit. Data sources not yet implemented in TBIRD include, for example, daily bus operations data. This project will implemen those additional data sources not originally implemented, so that analytics and reporting is based upon those additional data sources.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

The Alternatives Analysis was performed as part of the original T-BIRD implementation project. This project extends the content of the Business Analytics and Reporting database.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** TDC 2021 TBIRD FUTURE PHAS 1134389

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 2027 TR CNTRL CNTR SYS 1134391

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2030 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 08/06/24 | $0 | $0 | $1,357,776 | $0 | $1,357,776 |
| **2 Preliminary Design** 08/07/24 - 03/13/26 | $0 | $0 | $1,373,887 | $0 | $1,373,887 |
| **3 Final Design** 03/14/26 - 10/18/27 | $0 | $0 | $1,373,887 | $0 | $1,373,887 |
| **4 Implementation** 10/19/27 - 05/24/29 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 05/25/29 - 12/29/30 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 08/07/24 - 08/07/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$4,105,550** | **$0** | **$4,105,550** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $4,105,550 | $0 | $4,105,550 |
| **Total Revenue** | **$0** | **$4,105,550** | **$0** | **$4,105,550** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC 2027 TR CNTRL CNTR SYS 1134391

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $1,357,776 | $0 | $1,357,776 |
| 2 Prelim Design | $0 | $0 | $0 | $345,824 | $1,028,063 | $1,373,887 |
| 3 Final Design | $0 | $0 | $0 | $0 | $689,296 | $689,296 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,703,600** | **$1,717,359** | **$3,420,959** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,357,776 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,373,887 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,373,887 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,299,998 | $0 | $0 | $0 |
| 5 Closeout | $0 | $1,365,887 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,771,435** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC 2027 TR CNTRL CNTR SYS 1134391

## Current Scope

2027 Transit Control Center System - This project will implement upgrades and enhancements to systems in the Transit Control Center. These systems monitor and allow for coordinator support of service being operated. This project is to maintain business continuity and support this essential service, as well as life safety concerns.

## 1. PROJECT SCOPE

2027 Transit Control Center System - This project will implement upgrades and enhancements to systems in the Transit Control Center. These systems monitor and allow for coordinator support of service being operated. This project is to maintain business continuity and support this essential service, as well as life safety concerns.

# Capital Appropriation Proposal



**NARRATIVES** TDC 2027 TR CNTRL CNTR SYS 1134391

## 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

## 3. PROJECT JUSTIFICATION

The technology at the Transit Control Center will be at end of life and needs to be upgraded. This project must deliver technology systems upgrades to support Fixed Asset capital improvements to the Transit Control Center.

## 4. PROJECT BENEFITS/OUTCOMES

Bus Operations will have more tools and information with which to manage transit service and respond to requests for service.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

Proposal stage

## 9. ALTERNATIVES ANALYSIS

An Alternative Analysis will be performed as a part of the capital project itself, to determine the technology in the Transit Control Center that needs updating and the technology solutions to meet requirements.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC 2027 TR CNTRL CNTR SYS 1134391

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 2027 TR RADIO SYS REFR 1134392

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 10/27/25 | $0 | $0 | $0 | $1,579,811 | $1,579,811 |
| **2 Preliminary Design** 10/28/25 - 08/23/26 | $0 | $0 | $0 | $1,746,973 | $1,746,973 |
| **3 Final Design** 08/24/26 - 04/30/27 | $0 | $0 | $0 | $1,575,740 | $1,575,740 |
| **4 Implementation** 05/01/27 - 07/13/28 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 07/14/28 - 12/10/28 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 10/28/25 - 10/28/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$4,902,524** | **$4,902,524** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $4,902,524 | $4,902,524 |
| **Total Revenue** | **$0** | **$0** | **$4,902,524** | **$4,902,524** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC 2027 TR RADIO SYS REFR 1134392

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $1,579,811 | $1,579,811 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $1,746,973 | $1,746,973 |
| 3 Final Design | $0 | $0 | $0 | $0 | $819,385 | $819,385 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$4,146,169** | **$4,146,169** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,579,811 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,746,973 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,575,740 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,836,534 | $0 | $0 | $0 |
| 5 Closeout | $0 | $987,132 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,726,191** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC 2027 TR RADIO SYS REFR 1134392

## Current Scope

Upgrade or Replace Transit Radio Network - This placeholder project will upgrade/replace the transit radio network to provide a stable secondary communications network for the transit fixed route and RapidRide bus fleet. Specific investments will be identified in future budget cycles.

## 1. PROJECT SCOPE

Upgrade or Replace Transit Radio Network - This placeholder project will upgrade/replace the transit radio network to provide a stable secondary communications network for the transit fixed route and RapidRide bus fleet. Specific investments will be identified in future budget cycles.

# Capital Appropriation Proposal



**NARRATIVES** TDC 2027 TR RADIO SYS REFR 1134392

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The current Transit Radio Network will be approaching end-of-life and needs to be upgraded or replaced. The replacement or upgrade is required to maintain critical communications between the fleet and Transit Control Center.

## 4. PROJECT BENEFITS/OUTCOMES

The radio system is considered an essential, life-safety system, providing communications between the Transit Control System and the coaches.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

An Alternative Analysis effort will be undertaken as a part of the project itself, to evaluate alternative solutions to this business need.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

# Capital Appropriation Proposal



**NARRATIVES** TDC 2027 TR RADIO SYS REFR 1134392

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CUST INFO MGMT PRGRM 1134394

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2025 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 06/30/23 | $0 | $0 | $360,116 | $0 | $360,116 |
| **2 Preliminary Design** 07/01/23 - 12/31/23 | $0 | $0 | $360,116 | $0 | $360,116 |
| **3 Final Design** 01/01/24 - 06/30/24 | $0 | $0 | $1,186,223 | $0 | $1,186,223 |
| **4 Implementation** 07/01/24 - 10/31/25 | $0 | $0 | $2,669,200 | $0 | $2,669,200 |
| **5 Closeout** 11/01/25 - 12/30/25 | $0 | $0 | $144,999 | $0 | $144,999 |
| **6 Acquisition** 07/01/23 - 07/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$4,720,655** | **$0** | **$4,720,655** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $4,720,655 | $0 | $4,720,655 |
| **Total Revenue** | **$0** | **$4,720,655** | **$0** | **$4,720,655** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC CUST INFO MGMT PRGRM 1134394

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $360,116 | $0 | $360,116 |
| 2 Prelim Design | $0 | $0 | $0 | $360,116 | $0 | $360,116 |
| 3 Final Design | $0 | $0 | $0 | $1,186,223 | $0 | $1,186,223 |
| 4 Implementation | $0 | $0 | $0 | $1,006,420 | $1,662,780 | $2,669,200 |
| 5 Closeout | $0 | $0 | $0 | $0 | $144,999 | $144,999 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$2,912,875** | **$1,807,779** | **$4,720,655** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $360,116 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $360,116 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,186,223 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,669,200 | $0 | $0 | $0 |
| 5 Closeout | $0 | $144,999 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,720,655** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC CUST INFO MGMT PRGRM 1134394

## Current Scope

Customer Information Management Program - This program will implement unified customer communications tools across the Metro Transit Department. The scope includes updating and improving tools, such as Metro's Trip Planner, data feed to third parties such as One Bus Away, and systems that manage Timetable and stop schedule production, and business practices that enhance customer communications, messaging, response time, assessments, and interfaces. These enhancements will improve collaboration and data sharing department-wide.

## 1. PROJECT SCOPE

Customer Information Management Program - This program will implement unified customer communications tools across the Metro Transit Department. The scope includes updating and improving tools, such as Metro's Trip Planner, data feed to third parties such as One Bus Away, and systems that manage Timetable and stop schedule production, and business practices that enhance customer communications, messaging, response time, assessments, and interfaces. These enhancements will improve collaboration and data sharing department-wide.

# Capital Appropriation Proposal



**NARRATIVES** TDC CUST INFO MGMT PRGRM 1134394

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This programmatic project will fund critical customer-facing system needs that are identified out of the Customer Information Management planning project. This budget will fund the implementation of any capital needs that are identified out of the planning project.

## 4. PROJECT BENEFITS/OUTCOMES

The benefit will be more timely and issue-focused customer management produced by implementing a comprehensive agency approach to Department-wide customer lifecycle management across community, partnerships and government engagement to include paratransit, rideshare, business account, customer signage, et al across the agency to manage the customer lifecycle from marketing through customer acquisition, nurturing/retention, and feedback/advocacy. Benefit will be driven by moving to metro-wide customer management systems and technology tools, both internal and customer-facing, which will reduce costs (cost avoidance) and facilitate collaboration and data sharing. An added benefit is that using consolidated and fewer software tools will facilitate more efficient IT/cyber security and protections of customer PII information. The customer will benefit by getting consistent customer commendations and engagement to include to include sales, services status; and customer feedback collection, assessment, and actions.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

No impact on operating budgets.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

This is a programmatic project that will evaluate program needs and implement solutions to specific requirements that arise. An alternatives analysis will be undertaken as part of the project concept definition and during capital projects which implement specific solutions.

## 10. OTHER AGENCY INVOLVEMENT

One Bus Away

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC CUST INFO MGMT PRGRM 1134394

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MOBILITY TEC PRGRM 1134396

IT Project, Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC MOBILITY TEC PRGRM |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/25/24 | $0 | $0 | $834,081 | $0 | $834,081 |
| **2 Preliminary Design** 03/26/24 - 03/20/25 | $0 | $0 | $781,791 | $0 | $781,791 |
| **3 Final Design** 03/21/25 - 03/15/26 | $0 | $0 | $814,852 | $0 | $814,852 |
| **4 Implementation** 03/16/26 - 04/13/28 | $0 | $0 | $0 | $1,191,188 | $1,191,188 |
| **5 Closeout** 04/14/28 - 12/19/28 | $0 | $0 | $0 | $178,088 | $178,088 |
| **6 Acquisition** 03/26/24 - 03/26/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$2,430,723** | **$1,369,276** | **$3,800,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $2,430,723 | $1,369,276 | $3,800,000 |
| **Total Revenue** | **$0** | **$2,430,723** | **$1,369,276** | **$3,800,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MOBILITY TEC PRGRM 1134396

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $834,081 | $0 | $834,081 |
| 2 Prelim Design | $0 | $0 | $0 | $610,231 | $171,560 | $781,791 |
| 3 Final Design | $0 | $0 | $0 | $0 | $814,852 | $814,852 |
| 4 Implementation | $0 | $0 | $0 | $0 | $456,100 | $456,100 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,444,312** | **$1,442,511** | **$2,886,823** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $834,081 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $781,791 | $0 | $0 | $0 |
| 3 Final Design | $0 | $814,852 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,191,188 | $0 | $0 | $0 |
| 5 Closeout | $0 | $178,088 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,800,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC MOBILITY TEC PRGRM 1134396

## Current Scope

Mobility Technology Tools - This placeholder project will provide necessary technology tooling for Metro's newly emergent mobility programs. Specific investments will be identified in future budget cycles.

## 1. PROJECT SCOPE

Mobility Technology Tools - This placeholder project will provide necessary technology tooling for Metro's newly emergent mobility programs. Specific investments will be identified in future budget cycles.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC MOBILITY TEC PRGRM 1134396

## 3. PROJECT JUSTIFICATION

## 4. PROJECT BENEFITS/OUTCOMES

This programmatic project will ensure that emerging mobility business requirements can be addressed through capital implementation projects funded through this program.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

This is a programmatic project that will fund specific capital projects that are identified through the Service Management Modernization project. The Alternative Analysis effort is being performed at a high level within the Service Management Modernization project, and at a more detailed level by capital projects funded through this programmatic project, to provide a solution to the business requirement being addressed by the detailed capital project.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction._x000D_

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC MOBILITY TEC PRGRM 1134396

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SAFETY AND SECURITY PR 1134398

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2030 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 12/31/23 | $0 | $0 | $256,487 | $0 | $256,487 |
| **2 Preliminary Design** 01/01/23 - 12/31/24 | $0 | $0 | $294,887 | $0 | $294,887 |
| **3 Final Design** 01/01/23 - 12/31/25 | $0 | $0 | $297,871 | $0 | $297,871 |
| **4 Implementation** 01/01/23 - 12/31/26 | $0 | $0 | $1,956,779 | $0 | $1,956,779 |
| **5 Closeout** 01/01/23 - 12/31/27 | $0 | $0 | $193,976 | $0 | $193,976 |
| **6 Acquisition** 01/01/23 - 12/31/28 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$3,000,000** | **$0** | **$3,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $3,000,000 | $0 | $3,000,000 |
| **Total Revenue** | **$0** | **$3,000,000** | **$0** | **$3,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SAFETY AND SECURITY PR 1134398

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $256,487 | $0 | $256,487 |
| 2 Prelim Design | $0 | $0 | $0 | $294,887 | $0 | $294,887 |
| 3 Final Design | $0 | $0 | $0 | $816 | $297,055 | $297,871 |
| 4 Implementation | $0 | $0 | $0 | $1,512,641 | $444,138 | $1,956,779 |
| 5 Closeout | $0 | $0 | $0 | $0 | $1,594 | $1,594 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$2,064,831** | **$742,787** | **$2,807,618** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $256,487 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $294,887 | $0 | $0 | $0 |
| 3 Final Design | $0 | $297,871 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,956,779 | $0 | $0 | $0 |
| 5 Closeout | $0 | $193,976 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SAFETY AND SECURITY PR 1134398

## Current Scope

Upgrades/Consolidation of Safety Systems - This placeholder project will provide necessary upgrades and consolidation of multiple tools used to manage safety programs and track safety issues and events across Metro. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.

## 1. PROJECT SCOPE

Upgrades/Consolidation of Safety Systems - This placeholder project will provide necessary upgrades and consolidation of multiple tools used to manage safety programs and track safety issues and events across Metro. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.

# Capital Appropriation Proposal



**NARRATIVES** TDC SAFETY AND SECURITY PR 1134398

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

## 4. PROJECT BENEFITS/OUTCOMES

This programmatic project will fund capital implementation projects that ensure King County Metro can continue to manage safety and security through its IT systems.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC SAFETY AND SECURITY PR 1134398

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SERV DELIV PROGRAM 1134399

IT Project, Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC SERV DELIV PROGRAM |
| **Substantial Completion** | 12/17/2027 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 06/29/23 | $0 | $0 | $278,777 | $0 | $278,777 |
| **2 Preliminary Design** 06/30/23 - 01/15/24 | $0 | $0 | $500,521 | $0 | $500,521 |
| **3 Final Design** 01/16/24 - 12/31/24 | $0 | $0 | $1,329,498 | $0 | $1,329,498 |
| **4 Implementation** 07/21/23 - 11/01/27 | $0 | $0 | $2,369,937 | $0 | $2,369,937 |
| **5 Closeout** 11/02/27 - 12/17/27 | $0 | $0 | $21,267 | $0 | $21,267 |
| **6 Acquisition** 06/30/23 - 06/30/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$4,500,000** | **$0** | **$4,500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $4,500,000 | $0 | $4,500,000 |
| **Total Revenue** | **$0** | **$4,500,000** | **$0** | **$4,500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SERV DELIV PROGRAM 1134399

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $278,777 | $0 | $278,777 |
| 2 Prelim Design | $0 | $0 | $0 | $500,521 | $0 | $500,521 |
| 3 Final Design | $0 | $0 | $0 | $1,329,498 | $0 | $1,329,498 |
| 4 Implementation | $0 | $0 | $0 | $579,004 | $1,216,653 | $1,795,658 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$2,687,801** | **$1,216,653** | **$3,904,454** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $278,777 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $500,521 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,329,498 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,369,937 | $0 | $0 | $0 |
| 5 Closeout | $0 | $21,267 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,500,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SERV DELIV PROGRAM 1134399

## Current Scope

Upgrade/Consolidation of Service Delivery/Management Tools - This placeholder project will fund necessary upgrades and consolidation of multiple technology tools used to manage and deliver transit service. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.

## 1. PROJECT SCOPE

Upgrade/Consolidation of Service Delivery/Management Tools - This placeholder project will fund necessary upgrades and consolidation of multiple technology tools used to manage and deliver transit service. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.

# Capital Appropriation Proposal



**NARRATIVES** TDC SERV DELIV PROGRAM 1134399

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This programmatic project will fund capital improvements identified through the Service Management Modernization Project, a critical project to evaluate and recommend solutions for how Metro more effectively and efficiently manages service.

## 4. PROJECT BENEFITS/OUTCOMES

This programmatic project will fund specific capital implementation projects envisioned through the Service Management Modernization project. The Benefits and Outcomes will be specified by the capital implementation project funded by this programmatic project.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

This is a programmatic project that will fund specific capital projects that are identified as part of the Service Management Modernization planning project. The Alternative Analysis will be performed within the Service Management Modernization project as well as within follow-on capital projects funded by this programmatic project.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

# Capital Appropriation Proposal



**NARRATIVES** TDC SERV DELIV PROGRAM 1134399

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SERVCE DESIGN PRGRM 1134400

IT Project, Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC SERVCE DESIGN PRGRM |
| **Substantial Completion** | 12/31/2030 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 08/06/24 | $0 | $0 | $338,888 | $0 | $338,888 |
| **2 Preliminary Design** 08/07/24 - 03/13/26 | $0 | $0 | $690,758 | $0 | $690,758 |
| **3 Final Design** 03/14/26 - 10/18/27 | $0 | $0 | $670,907 | $0 | $670,907 |
| **4 Implementation** 10/19/27 - 05/24/29 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 05/25/29 - 12/29/30 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 08/07/24 - 08/07/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,700,553** | **$0** | **$1,700,553** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,700,553 | $0 | $1,700,553 |
| **Total Revenue** | **$0** | **$1,700,553** | **$0** | **$1,700,553** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SERVCE DESIGN PRGRM 1134400

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $338,888 | $0 | $338,888 |
| 2 Prelim Design | $0 | $0 | $0 | $188,857 | $501,901 | $690,758 |
| 3 Final Design | $0 | $0 | $0 | $0 | $336,640 | $336,640 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$527,745** | **$838,541** | **$1,366,285** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $338,888 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $690,758 | $0 | $0 | $0 |
| 3 Final Design | $0 | $670,907 | $0 | $0 | $0 |
| 4 Implementation | $0 | $660,832 | $0 | $0 | $0 |
| 5 Closeout | $0 | $138,615 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,500,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SERVCE DESIGN PRGRM 1134400

## Current Scope

Service Design Program - This is a programmatic project that will fund specific business requirements that arise from the Service Management Modernization Planning project to implement business requirements related to the design and development of transit service. Implementation capital projects that this programmatic project will fund will enhance how we plan and schedule service to meet the needs of customers and advance equity issues around access to service.

## 1. PROJECT SCOPE

Service Design Program - This is a programmatic project that will fund specific business requirements that arise from the Service Management Modernization Planning project to implement business requirements related to the design and development of transit service. Implementation capital projects that this programmatic project will fund will enhance how we plan and schedule service to meet the needs of customers and advance equity issues around access to service.

# Capital Appropriation Proposal



**NARRATIVES** TDC SERVCE DESIGN PRGRM 1134400

## 2. PROGRAMMATIC PROJECT DISCUSSION

Specific capital implementation projects will be identified through the Service Management Modernization Planning project.

## 3. PROJECT JUSTIFICATION

The Service Management Modernization Planning project will identify specific implementation capital projects in the area of Service Design. Without this programmatic project, implementation capital projects would not be able to deliver on the vision defined in the planning project.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

Proposal stage

## 9. ALTERNATIVES ANALYSIS

This is a programmatic project that will fund specific business requirements that arise in the 10-year CIP. Alternative Analysis will be performed at a high level during the concept proposal effort when identifying the capital implementation project funded by this programmatic project. A detailed alternative analysis will be performed within the scope of the capital implementation project.

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

# Capital Appropriation Proposal



**NARRATIVES** TDC SERVCE DESIGN PRGRM 1134400

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC OS LAYOVER UNFORESEEN 1134660

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC OS LAYOVER UNFORESEEN |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $200,000 | ($200,000) | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$200,000** | **($200,000)** | **$0** | **$0** | **$0** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC OS LAYOVER UNFORESEEN 1134660

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $200,000 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$200,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $200,000 | ($200,000) | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$200,000** | **($200,000)** | **$0** | **$0** |

## NARRATIVES

TDC OS LAYOVER UNFORESEEN 1134660

### Current Scope

Unforeseen Off-Street Layover Design - The Off Street Layover Unforeseen project provides for design work to address off street layover needs that emerge during the biennium. This funding will provide for staff and consultant resources as needed to explore alternative solutions to address layover needs, and to begin design work for implementing changes.

### 1. PROJECT SCOPE

Unforeseen Off-Street Layover Design - The Off Street Layover Unforeseen project provides for design work to address off street layover needs that emerge during the biennium. This funding will provide for staff and consultant resources as needed to explore alternative solutions to address layover needs, and to begin design work for implementing changes.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project was cancelled. Disappropriating remaining funds.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC OS LAYOVER UNFORESEEN 1134660

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SGR UNFORESEEN PRJ 1134661

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC SGR UNFORESEEN PRJ |
| **Substantial Completion** | 06/30/2021 |
| **Location** | 12200 E Marginal Way S, Tukwila |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 11/01/19 - 06/27/20 | $200,000 | ($149,031) | $0 | $0 | $50,969 |
| **2 Preliminary Design** 06/28/20 - 09/25/20 | $0 | $39,816 | $0 | $0 | $39,816 |
| **3 Final Design** 09/26/20 - 12/24/20 | $0 | $48,499 | $0 | $0 | $48,499 |
| **4 Implementation** 12/25/20 - 04/23/21 | $0 | $333,476 | $0 | $0 | $333,476 |
| **5 Closeout** 04/24/21 - 06/22/21 | $0 | $20,435 | $0 | $0 | $20,435 |
| **6 Acquisition** 06/28/20 - 09/25/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$200,000** | **$293,195** | **$0** | **$0** | **$493,195** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $293,195 | $0 | $0 | $293,195 |
| **Total Revenue** | **$293,195** | **$0** | **$0** | **$293,195** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SGR UNFORESEEN PRJ 1134661

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $552 | $50,417 | $0 | $0 | $0 | $50,969 |
| 2 Prelim Design | $0 | $39,816 | $0 | $0 | $0 | $39,816 |
| 3 Final Design | $0 | $48,499 | $0 | $0 | $0 | $48,499 |
| 4 Implementation | $0 | $19,453 | $314,023 | $0 | $0 | $333,476 |
| 5 Closeout | $0 | $0 | $20,435 | $0 | $0 | $20,435 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$552** | **$158,184** | **$334,458** | **$0** | **$0** | **$493,195** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $57,171 | $34,418 | $200,000 | $50,969 |
| 2 Preliminary Design | $0 | $39,816 | $3,007 | $0 | $39,816 |
| 3 Final Design | $0 | $48,499 | $0 | $0 | $48,499 |
| 4 Implementation | $0 | $333,476 | $0 | $0 | $19,453 |
| 5 Closeout | $0 | $20,435 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$499,396** | **$37,425** | **$200,000** | **$158,737** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $149,031 | ($149,031) | $0 | $0 |
| 2 Preliminary Design | ($39,816) | $39,816 | $0 | $0 |
| 3 Final Design | ($48,499) | $48,499 | $0 | $0 |
| 4 Implementation | ($19,453) | $333,476 | $314,023 | $0 |
| 5 Closeout | $0 | $20,435 | $20,435 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$41,263** | **$293,195** | **$334,458** | **$0** |

**NARRATIVES** TDC SGR UNFORESEEN PRJ 1134661

## Current Scope

Unforeseen State of Good Repair - This project provides for design work to repair or replace unforeseen damage or failures of Transit's assets such as facilities and infrastructure. This project is for staff and consultant resources as needed to determine the criticality of taking action to fix an issue with an asset within the current biennium. Further, the project funding is available to explore alternative solutions to address the repair or replacement of the facility or infrastructure component and begin implementing the fix until budget action can be taken to obtain appropriation to finish the work. This project has been allocated to replace a failed HVAC unit at the Component Supply Center facility with construction completed in 2021.

# Capital Appropriation Proposal



**NARRATIVES** TDC SGR UNFORESEEN PRJ 1134661

## 1. PROJECT SCOPE

Unforeseen State of Good Repair - This project provides for design work to repair or replace unforeseen damage or failures of Transit's assets such as facilities and infrastructure. This project is for staff and consultant resources as needed to determine the criticality of taking action to fix an issue with an asset within the current biennium. Further, the project funding is available to explore alternative solutions to address the repair or replacement of the facility or infrastructure component and begin implementing the fix until budget action can be taken to obtain appropriation to finish the work. This project has been allocated to replace a failed HVAC unit at the Component Supply Center facility with construction completed in 2021.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Metro Transit's facilities and vehicle infrastructure must be kept in good working order and are critical to efficient and safe operation of bus service and other Metro activities. Metro Transit performs "state of the practice" asset management under the Transit Asset Management Program (TAMP). This involves inspection and monitoring the condition of all Metro's assets, inventorying the remaining useful life of all assets and planning for timely replacement. The planned replacement of assets is included in Metro Transit's Capital Improvement Program in a category or program of projects known as State of Good Repair (SGR). With Metro Transit's large and complex portfolio of assets, despite diligent and effect asset management practices, facility and infrastructure components can fail prematurely and need a capital repair or replacement before it is planned. This project provides funding to allow for prompt investigation and early design work for such situations and ensure that critical asset issues are kept in good working order.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The budget request is based on a rough order of magnitude estimate generated by a third party consultant.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This project is included in the capital improvement program to respond to emergent and unforeseen needs to repair or replace Metro Transit assets. This is an ongoing project with design in 2020 and implementation in 2021.

## 9. ALTERNATIVES ANALYSIS

Alternative solutions will be explored on a project by project basis, when and if the need arises.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

# Capital Appropriation Proposal



**NARRATIVES** TDC SGR UNFORESEEN PRJ 1134661

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 3RD AVE IMPROVEMENTS 1135061

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/16/2021 |
| **Location** | Third Ave and Denny Way, Seattle WA |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/31/19 - 12/31/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 12/31/19 - 12/31/19 | $0 | $74,213 | $0 | $0 | $74,213 |
| **3 Final Design** 01/01/20 - 06/30/20 | $988,595 | ($219,900) | $0 | $0 | $768,695 |
| **4 Implementation** 07/01/20 - 10/04/21 | $2,180,991 | $1,840,765 | $0 | $0 | $4,021,756 |
| **5 Closeout** 10/05/21 - 03/31/22 | $125,451 | ($94,389) | $0 | $0 | $31,062 |
| **6 Acquisition** 12/31/19 - 12/31/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,295,037** | **$1,600,690** | **$0** | **$0** | **$4,895,727** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $448,505 | $0 | $0 | $448,505 |
| **33118 - FED TRANSIT CAP INVEST** | $1,152,185 | $0 | $0 | $1,152,185 |
| **Total Revenue** | **$1,600,690** | **$0** | **$0** | **$1,600,690** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC 3RD AVE IMPROVEMENTS 1135061

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $74,213 | $0 | $0 | $0 | $0 | $74,213 |
| 3 Final Design | $360,129 | $408,567 | $0 | $0 | $0 | $768,695 |
| 4 Implementation | $7,326 | $1,552,875 | $2,461,556 | $0 | $0 | $4,021,756 |
| 5 Closeout | $0 | $0 | $31,062 | $0 | $0 | $31,062 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$441,668** | **$1,961,441** | **$2,492,618** | **$0** | **$0** | **$4,895,727** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $74,213 | $74,867 | $0 | $74,213 |
| 3 Final Design | $0 | $768,695 | $387,988 | $988,595 | $768,695 |
| 4 Implementation | $0 | $4,021,756 | $12,410 | $2,180,991 | $1,560,200 |
| 5 Closeout | $0 | $31,062 | $0 | $125,451 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,895,727** | **$475,265** | **$3,295,037** | **$2,403,108** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($74,213) | $74,213 | $0 | $0 |
| 3 Final Design | $219,900 | ($219,900) | $0 | $0 |
| 4 Implementation | $620,791 | $1,840,765 | $2,461,556 | $0 |
| 5 Closeout | $125,451 | ($94,389) | $31,062 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$891,929** | **$1,600,689** | **$2,492,618** | **$0** |

**NARRATIVES** TDC 3RD AVE IMPROVEMENTS 1135061

## Current Scope

Third Avenue Transit Corridor Improvement - This project completes the design and constructs transit improvements in the vicinity of3rd Avenue and Denny Way. These include a new transit-only signal, pole and associated sidewalk and roadway improvements at the intersection of 3rd Avenue and Denny Way, and the addition of overhead catenary system (OCS) infrastructure in the westbound direction along Denny Way between 3rd Avenue and First Avenue N. The project reached 100% design in April 2020 and under the current project schedule will be substantially complete by July 2021. This project is a component of a long-standing program of Federal Transit Authority (FTA) grant funded improvements formerly known as the3rd Avenue Transit Corridor Improvement and RapidRide Facilities project (1116745).

# Capital Appropriation Proposal



**NARRATIVES** TDC 3RD AVE IMPROVEMENTS 1135061

## 1. PROJECT SCOPE

Third Avenue Transit Corridor Improvement - This project completes the design and constructs transit improvements in the vicinity of3rd Avenue and Denny Way. These include a new transit-only signal, pole and associated sidewalk and roadway improvements at the intersection of 3rd Avenue and Denny Way, and the addition of overhead catenary system (OCS) infrastructure in the westbound direction along Denny Way between 3rd Avenue and First Avenue N. The project reached 100% design in April 2020 and under the current project schedule will be substantially complete by July 2021. This project is a component of a long-standing program of Federal Transit Authority (FTA) grant funded improvements formerly known as the3rd Avenue Transit Corridor Improvement and RapidRide Facilities project (1116745).

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The project will improve speed and reliability for 12 existing transit routes operating through the north end of the 3rd Avenue transit corridor. The project will result in a more direct northbound routing by installing a transit only signal at3rd Avenue and Denny Way, enabling a northbound to westbound transit movement. The overhead catenary system (OCS) portion of this project enables several electric trolley routes, serving central Seattle communities, to travel westbound on Denny Way, filling a long-standing gap in the OCS infrastructure system. Riders benefit from a more direct and faster trip, and transit operating hours will be saved.

This project is consistent with speed and reliability improvements called for in METRO CONNECTS. By improving speed and reliability, service will become more attractive, resulting in increased ridership. In addition, the project will save Metro transit operating hours.

## 4. PROJECT BENEFITS/OUTCOMES

Traffic modeling completed in the planning phase for this project estimated that the project will reduce travel time for north westbound buses by 20 seconds for routes heading outbound on First Ave and over 60 seconds for routes heading outbound on Western Ave. Travel time for south and eastbound buses will remain unchanged. These transit travel time savings will improve overall speed and reliability for bus routes traversing this segment. In addition to generating savings in transit operating expense, the project is expected to attract more transit riders by enabling a quicker transit trip that is more reliable and direct.

## 5. BUDGET REQUEST BASIS

The current budget uses an engineering estimate completed at 100% design. Staff hours are estimated to reach project completion, based on historical Metro and City of Seattle costs to deliver projects of similar scope and complexity.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by the Capital sub fund of the Public Transportation Fund. The Third Avenue Transit Corridor Improvements are backed by FTA Regional Mobility and FTA Livability grants that King County received in 2012. The grants were awarded with King County as the prime recipient, and City of Seattle Department of Transportation (SDOT) as sub-recipient. As such SDOT shares in responsibilities for project planning and project delivery, as well as sharing in a 20% local match requirement for these grants, as governed by an existing interagency grant-funding agreement (established in 2013) between King County and the City of Seattle. Grant-eligible components of the project will receive 80% federal reimbursement.

## 7. OPERATING BUDGET AND OTHER IMPACTS

The project results in lower transit operating costs, on average, because of a shorter and more direct transit routing. New OCS infrastructure will be owned and maintained by King County, however the overall OCS system will be increased by only 1000', less than 1% of the overall system. City owned assets, such as the transit-only signal, poles, and incidental sidewalk improvements added through this project will be maintained by the City of Seattle.

## 8. PROJECT STATUS

The project is currently at 100% design completion and will be delivered by the City of Seattle (Department of Transportation, Capital Projects and Roadway Structures Division), with oversight by Metro through all project phases. Under the current SDOT schedule, the construction NTP is planned for Q3 2020, and the project will be substantially complete by July 2021.

**NARRATIVES** TDC 3RD AVE IMPROVEMENTS 1135061

## 9. ALTERNATIVES ANALYSIS

Traffic analysis was conducted during preliminary design that estimated the transit travel time savings described in Project Benefits and Outcomes section above.
Project improvements are consistent with conceptual alternatives for the Third Avenue Transit Corridor Improvements (2015) documented in a design development report at:
http://metro.kingcounty.gov/programs-projects/third-avenue-corridor/pdf/urban-design-report-third-ave-corridor.pdf.

## 10. OTHER AGENCY INVOLVEMENT

The construction contact for this project will be held by City of Seattle, with oversight by Metro during construction. Project delivery will follow Seattle Department of Transportation (SDOT) practices for communication and agency coordination during construction. FTA procurement and reporting requirements will be followed. Under an interagency agreement between agencies, King County will reimburse the City of Seattle for their costs associated with the pre-design, design, and construction activities that are undertaken to complete this project.

Earlier project planning and development phases of this project were coordinated with the City of Seattle's efforts to enhance Third Avenue as a more attractive, safe, and convenient environment for visitors, commuters, and residents, with specific consideration to the City's Third Avenue Streetscape Conceptual Design Plan. Interests of local stakeholders, including the Downtown Seattle Association, various community and neighborhood groups, and adjacent private property owners were solicited and incorporated into the project design.

## 11. ART ELIGIBILITY

Not Art Eligible, project wholly or partially funded by Metro/Metro grant funding but project managed by another jurisdiction or public agency; the managing jurisdiction or agency is responsible for applying their art rules

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Development of the Third Avenue Transit Improvement grant project has been guided by extensive community outreach and engagement during the planning phase. Delivery of program elements will be guided by Equity and Social Justice principles that each agency (Metro and SDOT) uses for the delivery of its capital projects. Investment made in this program are expected to improve travel for all bus routes that operate through Third Avenue, benefitting the broad spectrum of transit users including those of greatest need.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC 3RD AVE IMPROVEMENTS 1135061

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC INTERIM BASE BEB CHARGERS (TDC S CAMPUS BUS CHARGRS) 1137063

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 5 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $291,755 | ($277,221) | $0 | $0 | $14,534 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $787,381 | ($787,003) | $0 | $0 | $378 |
| **3 Final Design** 01/01/20 - 12/31/20 | $4,920,864 | ($4,535,776) | $0 | $0 | $385,088 |
| **4 Implementation** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$6,000,000** | **($5,600,000)** | **$0** | **$0** | **$400,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC S CAMPUS BUS CHARGRS 1137063

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $14,534 | $0 | $0 | $0 | $0 | $14,534 |
| **2 Prelim Design** | $378 | $0 | $0 | $0 | $0 | $378 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$14,912** | **$0** | **$0** | **$0** | **$0** | **$14,912** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $217,487 | $291,755 | $14,534 |
| **2 Preliminary Design** | $0 | $0 | $17,392 | $787,381 | $378 |
| **3 Final Design** | $0 | $0 | $645 | $4,920,864 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$235,524** | **$6,000,000** | **$14,912** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | $277,221 | ($277,221) | $0 | $0 |
| **2 Preliminary Design** | $787,003 | ($787,003) | $0 | $0 |
| **3 Final Design** | $4,920,864 | ($4,535,776) | $0 | $385,088 |
| **4 Implementation** | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 |
| **Total** | **$5,985,088** | **($5,600,000)** | **$0** | **$385,088** |

## NARRATIVES

TDC S CAMPUS BUS CHARGRS 1137063

### Current Scope

Interim Base Battery Electric Bus Chargers - Funding is requested to perform feasibility study and design of charging infrastructure to support 50 Battery Electric Buses (25 @ 40' Buses and 25 @ 60' Buses) that can be constructed by September 2021 and 120 Battery Electric Buses (60 @ 40' and 60 @ 60') that can be constructed by September 2022. The commissioning and testing of the infrastructure is expected to occur after September 2021. The funding will also support the design of a prototype bus charging station as well as procuring and installing 2 Prototype Bus Chargers. The project focuses on the development of infrastructure that is demountable and can be re-used at South Annex Base or future conversion sites as interim base is expected to be a limited life facility. Efforts should be made to minimize any sunk cost with interim base electrification while still supporting the intention to beta test operation of an electric bus base.

### 1. PROJECT SCOPE

Interim Base Battery Electric Bus Chargers - Funding is requested to perform feasibility study and design of charging infrastructure to support 50 Battery Electric Buses (25 @ 40' Buses and 25 @ 60' Buses) that can be constructed by September 2021 and 120 Battery Electric Buses (60 @ 40' and 60 @ 60') that can be constructed by September 2022. The commissioning and testing of the infrastructure is expected to occur after September 2021. The funding will also support the design of a prototype bus charging station as well as procuring and installing 2 Prototype Bus Chargers. The project focuses on the development of infrastructure that is demountable and can be re-used at South Annex Base or future conversion sites as interim base is expected to be a limited life facility. Efforts should be made to minimize any sunk cost with interim base electrification while still supporting the intention to beta test operation of an electric bus base.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC S CAMPUS BUS CHARGRS 1137063

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

Appropriation being re-allocated to project 1134282 - TDC BEB CHRGRS SB TEST FACIL.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MAR WS MOBIL TRANSIT HUB 1139239

MPA Reporting, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/30/2024 |
| **Location** | To Be Determined, RFP response was for Pier 2 West, Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/22 - 04/30/22 | $0 | $24,040 | $0 | $0 | $24,040 |
| **2 Preliminary Design** 05/01/22 - 09/27/22 | $0 | $493,186 | $0 | $0 | $493,186 |
| **3 Final Design** 09/28/22 - 02/24/23 | $0 | $707,399 | $0 | $0 | $707,399 |
| **4 Implementation** 02/25/23 - 02/25/23 | $0 | $12,246 | $0 | $0 | $12,246 |
| **5 Closeout** 02/26/23 - 02/26/23 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 05/01/22 - 05/01/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,236,872** | **$0** | **$0** | **$1,236,872** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $12,246 | $0 | $0 | $12,246 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $242,190 | $0 | $0 | $242,190 |
| **33118 - FED TRANSIT CAP INVEST** | $994,682 | $0 | $0 | $994,682 |
| **Total Revenue** | **$1,236,872** | **$0** | **$0** | **$1,236,872** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MAR WS MOBIL TRANSIT HUB 1139239

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $24,040 | $0 | $0 | $24,040 |
| 2 Prelim Design | $0 | $0 | $493,186 | $0 | $0 | $493,186 |
| 3 Final Design | $0 | $0 | $443,437 | $263,962 | $0 | $707,399 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$960,663** | **$263,962** | **$0** | **$1,224,625** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $24,040 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $493,186 | $0 | $0 | $0 |
| 3 Final Design | $0 | $707,399 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,224,625** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $24,040 | $24,040 | $0 |
| 2 Preliminary Design | $0 | $493,186 | $493,186 | $0 |
| 3 Final Design | $0 | $707,399 | $443,437 | $263,962 |
| 4 Implementation | $0 | $12,246 | $0 | $12,246 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,236,871** | **$960,663** | **$276,208** |

**NARRATIVES** TDC MAR WS MOBIL TRANSIT HUB 1139239

## Current Scope

West Seattle Mobile Transit Hub - This project will plan, site, permit, design, and construct a mobility hub facility that would accommodate vehicle parking and transit bus/shuttles, bike and pedestrian access for transit connections to Water Taxi service operating at Seacrest Dock. This project is complementary to and independent of the proposed West Seattle Terminal Replacement project.

# Capital Appropriation Proposal



**NARRATIVES** TDC MAR WS MOBIL TRANSIT HUB 1139239

## 1. PROJECT SCOPE

West Seattle Mobile Transit Hub - This project will plan, site, permit, design, and construct a mobility hub facility that would accommodate vehicle parking and transit bus/shuttles, bike and pedestrian access for transit connections to Water Taxi service operating at Seacrest Dock. This project is complementary to and independent of the proposed West Seattle Terminal Replacement project.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County operates two passenger only ferry (POF) routes that serve downtown Seattle from West Seattle and Vashon Island. The West Seattle route provides year round daily commute service Monday - Friday and adds hourly mid-day service and weekend service April to October. In West Seattle, the service operates out of City of Seattle's Seacrest Park. In 2019, ridership on the West Seattle route was 443,993, a 18% increase over 2017. The leading contributing factor to increased passenger ferry ridership on this route is significant congestion on surface arterials and highways connecting West Seattle to Downtown Seattle. The closure of the West Seattle bridge in early2020 has exacerbated traffic flow to and from West Seattle, making the Water Taxi a much needed transportation option going into the future.

Annual ridership demand for the West Seattle POF service is forecasted to increase to596,918 by 2022 and to 711,836 by 2027 (Berk Unconstrained Ridership Model Report, February 2018). At these levels, the existing facility would be inadequate to meet the demand without improving access to the facility. Currently, access in West Seattle to the Water Taxi is limited to those riders that can arrive by walking, biking, being dropped off, or by Metro bus/shuttle.

Key to meeting this demand will be the capacity to board and de-board a 278- person capacity vessel in a time and space constrained environment. This currently manifests in parking, shuttle, and internal circulation constraints, as well as limitations on passenger loading/unloading facilities. These constraints limit ridership by limiting access and cause congestion at the terminal during peak periods and events.

In early 2019, the Alaskan Way Viaduct (AWV) was demolished and traffic was rerouted to the recently completed State Route99 (SR 99) tunnel. The toll tunnel provides a bypass of downtown Seattle for North and South bound traffic while reducing access to downtown below levels previously provided by the AWV. This shift in downtown access is anticipated to create increased demand for access to POF services. With the announcement of the long-term closure of the West Seattle Bridge, the changing conditions further hinder the movement of people into the downtown Seattle core and surrounding areas.

This project proposes identification and development of a mobility hub that could accommodate parking, improve transit access and connections, kiss and ride, bike and pedestrian access.

While Metro shuttle routes 773 and 775 currently provide shuttle bus service to the West Seattle Seacrest POF Terminal, additional analysis related to enhanced or different service will be completed before the mobility hub site is chosen. This will support maximizing service efficiency by increasing the ability for more riders to access Water Taxi service from a mobility hub.

## 4. PROJECT BENEFITS/OUTCOMES

The project's goal is to decrease single occupant vehicle (SOV) travel and congestion between West Seattle and downtown Seattle by increasing ridership on the West Seattle to downtown Seattle Water Taxi Route. To achieve this goal, the project would seek to utilize the full capacity of the existing Water Taxi service, currently operating at 31% occupancy rates during peak hours. Accordingly, the Water Taxi mobility hub facility and complementary services would be designed for convenient access by all passenger and non-motorized modes, and deliver travel time and costs savings for people traveling from West Seattle to downtown Seattle linking travel modes, an enhancement over the current transportation options.

# Capital Appropriation Proposal



**NARRATIVES** TDC MAR WS MOBIL TRANSIT HUB 1139239

## 5. BUDGET REQUEST BASIS

This proposal requests funding for the planning, preliminary engineering, environmental review, and construction during the 2021-2022 budget cycle for a West Seattle Mobility Transit Hub. Metro Transit and its Marine Division are broadening the site evaluation to include Metro service planning with long range planning guidance from METRO CONNECTS to ensure the concept of the mobility hub aligns with the future transportation vision. This will involve collaboration with the City of Seattle and other agency partners to develop a more holistic approach to West Seattle transportation service and placement of a mobility hub and terminal. A project engineer's cost estimate, including construction, project management, design, environmental review, and permits, was completed in April 2018. This cost estimate will be reevaluated once the site has been finalized.

## 6. FUNDING AND REVENUE DISCUSSION

Management is actively seeking federal grant funding in support of the Mobility Transit Hub project.

The division has received $1.4M in preliminary engineering and environmental review support for the Mobility Transit Hub in the 2018 FHWA Countywide grant program. In addition, the division has received $1.2M in federal grant funding for a complementary project, the West Seattle Terminal Replacement project to support the funding of a new terminal. Currently, both grants are on hold because the project scopes overlap.

## 7. OPERATING BUDGET AND OTHER IMPACTS

There is no impact to the current operating budget. Future budget impact will be identified prior to project implementation.

## 8. PROJECT STATUS

This project is in the initial planning stage, with internal strategic planning occurring once the project has been fully funded.

## 9. ALTERNATIVES ANALYSIS

A West Seattle Terminal Siting Study report was completed in March 2013 that provides context for locations for a terminal and transit hub and parking. Using that report as a baseline to complete an updated alternatives analysis focused on a transit hub

## 10. OTHER AGENCY INVOLVEMENT

The City of Seattle will be involved as initial planning begins for this project. Metro is currently working with the City of Seattle in determining transportation options related to the closed West Seattle bridge. In addition, a strong potential location is Pier 2 which is owned by the Port of Seattle. If other locations are found to be suitable, Metro will need to work with those location owners.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project would improve access to jobs, education, health services, recreation, particularly for those that do not own a private vehicle.

**NARRATIVES** TDC MAR WS MOBIL TRANSIT HUB 1139239

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project supports land uses, policies, and practices that promote transit-oriented development and lead to communities that transit can serve efficiently and effectively. The benefits of this project include reduced congestion on the region's at-capacity road infrastructure assets, exacerbated by the closure of the West Seattle bridge, and reduced GHG emissions from avoided SOV trips.

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FAC COND ASSMT 25-26 — 1139321

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/01/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 12/01/26 | $0 | $0 | $0 | $470,367 | $470,367 |
| **2 Preliminary Design** 12/02/26 - 12/02/26 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 12/03/26 - 05/01/27 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/02/27 - 04/25/28 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 12/03/26 - 03/02/27 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 12/02/26 - 03/01/27 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$470,367** | **$470,367** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $470,367 | $470,367 |
| **Total Revenue** | **$0** | **$0** | **$470,367** | **$470,367** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC FAC COND ASSMT 25-26 1139321

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $470,367 | $470,367 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$470,367** | **$470,367** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $470,367 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$470,367** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC FAC COND ASSMT 25-26 1139321

## Current Scope

Facility Condition Assessment - This program funds inspections of all of Metro's facilities and generates a report of necessary repair and replacement needs critical to the long-term state of good repair for Metro's assets.

## 1. PROJECT SCOPE

Facility Condition Assessment - This program funds inspections of all of Metro's facilities and generates a report of necessary repair and replacement needs critical to the long-term state of good repair for Metro's assets.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC FAC COND ASSMT 25-26 1139321

## 3. PROJECT JUSTIFICATION

Facility conditions assessment is critical to maintaining facilities in working order and ensuring that adequate replacement planning can be performed proactively.

## 4. PROJECT BENEFITS/OUTCOMES

Facility Conditions Assessment Report/Facility Needs Report including both capital and operational projects.

## 5. BUDGET REQUEST BASIS

The budget request is based on the awarded value of the work order contract plus employee costs for internal engineering support. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Ensuring that aged and poor conditioned assets are reinvested in a timely manner to keep assets in good, safe working order will stabilize or reduce maintenance costs.

## 8. PROJECT STATUS

This is a new project request to delineate expenses from prior biennia. It is a continuation of work previously performed under project 1111778 TDC FACILITY CONDITION ASSMT.

## 9. ALTERNATIVES ANALYSIS

Each asset identified for replacement may undergo an alternative analysis as part of it's replacement project as a milestone requirement for capital projects.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC FAC COND ASSMT 25-26 1139321

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC EMERALD GATEWAY LEASE 1139322

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 08/29/2030 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/01/18 - 11/29/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 11/30/20 - 03/29/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 03/30/21 - 08/26/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 09/01/20 - 08/29/30 | $0 | $23,975,514 | $0 | $0 | $23,975,514 |
| **5 Closeout** 08/30/30 - 10/28/30 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 11/30/20 - 02/27/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$23,975,514** | **$0** | **$0** | **$23,975,514** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $23,975,514 | $0 | $0 | $23,975,514 |
| **Total Revenue** | **$23,975,514** | **$0** | **$0** | **$23,975,514** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC EMERALD GATEWAY LEASE 1139322

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $318,086 | $4,895,103 | $4,901,808 | $4,895,103 | $15,010,100 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$318,086** | **$4,895,103** | **$4,901,808** | **$4,895,103** | **$15,010,100** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $23,975,514 | $0 | $0 | $318,086 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$23,975,514** | **$0** | **$0** | **$318,086** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($318,086) | $23,975,514 | $4,895,103 | $18,762,326 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($318,086)** | **$23,975,514** | **$4,895,103** | **$18,762,326** |

**NARRATIVES** TDC EMERALD GATEWAY LEASE 1139322

## Current Scope

Current Scope: Emerald Gateway Lease - Prologis has assembled and plans to develop a 62-acre site located approximately 1.3 miles north of the current South Annex property. An approximately 7.5-acre portion of this site at the corner of E. Marginal Way S. and S. Norfolk St. is not planned for near term development and has signed a 12-year lease to Metro for a portion of the property for the purposes of siting the displaced Safety & Training Center until Metro can identify a permanent relocation for that function. This project supports Metro's portion of the lease payments associated with that property and is part of a split out and dissappropriation of 1134220 - TDC OCG RELOCS & DISPLACMNTS.

# Capital Appropriation Proposal



**NARRATIVES** TDC EMERALD GATEWAY LEASE 1139322

## 1. PROJECT SCOPE

Current Scope: Emerald Gateway Lease - Prologis has assembled and plans to develop a 62-acre site located approximately 1.3 miles north of the current South Annex property. An approximately 7.5-acre portion of this site at the corner of E. Marginal Way S. and S. Norfolk St. is not planned for near term development and has signed a 12-year lease to Metro for a portion of the property for the purposes of siting the displaced Safety & Training Center until Metro can identify a permanent relocation for that function. This project supports Metro's portion of the lease payments associated with that property and is part of a split out and dissappropriation of 1134220 - TDC OCG RELOCS & DISPLACMNTS.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

In order to enable construction of the South Annex base, the existing functions of must be cleared by 2021, although acceleration in clearing the site reduces overall project risk and may enable acceleration of South Annex Base delivery.
The South Annex Site's most visible function, and arguably most critical, is the Safety & Training Center. This facility includes a12,000ft2 building a 2,400ft2 modular classroom unit, and a 4-acre training loop with skid pad. This amenity is a critical function for the agency as it provides CDL licensing for our operators, serving as the second busiest CDL testing facility in the state. As this is the largest single function of the site, and it depends on proximity to a transit base to provide buses for training, it is one of the most challenging to relocate.

## 4. PROJECT BENEFITS/OUTCOMES

The location of this site is ideal with close proximity to our existing South Base and future South Annex base. An added benefit of this location is the minor adjustment in commute times for Training Employees compared to the existing location. The majority of the site is within the runway protection zone which needed to be retained by FMD to ensure a compatible use with the adjacent King County Airport so this site is achieving goals for both Metro and FMD.

## 5. BUDGET REQUEST BASIS

The funding request will support lease payments this biennium to enable Metro to begin operation at the facility. This project is being split out from an existing project, 1134220 - TDC OCG RELOCS & DISPLACMNTS, in order to better facilitate management and tracking of the work.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

There will be operating budget impacts during the limited period the site is being commissioned but before occupancy. Within that time frame there will be two functioning facilities that will increase operational cost. Once the relocation is complete, operating budget should be restored as only one site will be active.

## 8. PROJECT STATUS

Ongoing - This project is being split out from 1134220 - TDC OCG RELOCS & DISPLACMNTS which will be disappropraited in 21/22 biennium as the body of work has been defined and can be more accurately tracked as an individual project.

## 9. ALTERNATIVES ANALYSIS

Multiple location were pursued for relocation of the site. The selected property was chosen due to mutual benefit of Facilities Management Division and Metro, making a cost and functionally efficient solution for the County.

## 10. OTHER AGENCY INVOLVEMENT

King County Facilities Management Division (FMD)

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

# Capital Appropriation Proposal



**NARRATIVES** TDC EMERALD GATEWAY LEASE 1139322

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not provide any substantial impacts to Equity And Social Justice

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project does not provide any substantial impacts to The Strategic Climate Action Plan and will confirm to the requirements for leased facilities of Energy Star or LEED Silver.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC HOLGATE YARD LEASE 1139323

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/30/2021 |
| **Location** | Central Campus |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/11/18 - 12/11/18 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 12/12/18 - 04/10/19 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/11/19 - 09/07/19 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 12/12/18 - 09/30/21 | $0 | $190,334 | $0 | $0 | $190,334 |
| **5 Closeout** 10/01/21 - 11/29/21 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 12/12/18 - 03/11/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$190,334** | **$0** | **$0** | **$190,334** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $190,334 | $0 | $0 | $190,334 |
| **Total Revenue** | **$190,334** | **$0** | **$0** | **$190,334** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC HOLGATE YARD LEASE 1139323

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $97,219 | $93,116 | $0 | $0 | $190,334 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$97,219** | **$93,116** | **$0** | **$0** | **$190,334** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $292,600 | $0 | $0 | $97,219 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$292,600** | **$0** | **$0** | **$97,219** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($97,219) | $190,334 | $93,116 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($97,219)** | **$190,334** | **$93,116** | **$0** |

**NARRATIVES** TDC HOLGATE YARD LEASE 1139323

## Current Scope

Holgate Yard Lease - This project provides ongoing lease payments and decommissioning cost for the Holgate Yard Lease which enabled the necessary dieselization of Route 70 during construction by providing an additional capacity for storing additional Metro buses at Central/Atlantic prior to completion of the Central Base Expansion Project

## 1. PROJECT SCOPE

Holgate Yard Lease - This project provides ongoing lease payments and decommissioning cost for the Holgate Yard Lease which enabled the necessary dieselization of Route 70 during construction by providing an additional capacity for storing additional Metro buses at Central/Atlantic prior to completion of the Central Base Expansion Project

# Capital Appropriation Proposal



**NARRATIVES** TDC HOLGATE YARD LEASE 1139323

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Additional space was required to support the idle electric trolley buses during the dieselation of the route. This lease provided short term, adjacent, accommodations for those fleet items.

## 4. PROJECT BENEFITS/OUTCOMES

Approximately 17,000sqft of fenced yard space within a block of Metro's Central Campus is a product of this project.

## 5. BUDGET REQUEST BASIS

This budget request is based on the negotiated lease cost for the yard space. This project is being split out from an existing project, 1134220 · TDC OCG RELOCS & DISPLACMNTS, in order to better facilitate management and tracking of the work.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operational impacts are expected as a part of this project thanks to the adjacencies to current operating facilities.

## 8. PROJECT STATUS

Ongoing - This project is being split out from 1129644 which will be disappropraited in 21/22 biennium

## 9. ALTERNATIVES ANALYSIS

Multiple sites were reviewed and considered for storage solutions for the electric trolley buses

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not provide any substantial impacts to Equity And Social Justice

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project does not provide any substantial impacts to The Strategic Climate Action Plan.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

# Capital Appropriation Proposal



**NARRATIVES** TDC HOLGATE YARD LEASE 1139323

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SBVM ANNEX LEASE 1139324

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/29/2029 |
| **Location** | 12119 E Marginal Way S |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 05/01/18 - 05/01/18 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 05/02/18 - 08/29/18 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 08/30/18 - 01/26/19 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/10/18 - 10/29/29 | $0 | $4,245,109 | $0 | $0 | $4,245,109 |
| **5 Closeout** 10/30/29 - 12/28/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 05/02/18 - 07/30/18 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$4,245,109** | **$0** | **$0** | **$4,245,109** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $4,245,109 | $0 | $0 | $4,245,109 |
| **Total Revenue** | **$4,245,109** | **$0** | **$0** | **$4,245,109** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SBVM ANNEX LEASE 1139324

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $370,725 | $739,425 | $740,438 | $739,425 | $2,590,013 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$370,725** | **$739,425** | **$740,438** | **$739,425** | **$2,590,013** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,245,109 | $0 | $0 | $370,725 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,245,109** | **$0** | **$0** | **$370,725** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($370,725) | $4,245,109 | $739,425 | $3,134,959 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($370,725)** | **$4,245,109** | **$739,425** | **$3,134,959** |

**NARRATIVES** TDC SBVM ANNEX LEASE 1139324

## Current Scope

Eagle Trailer Lease - This project supports lease payments at 12119 East Marginal Way South, across from South Base, to support the displacement of Fleet Engineering from the South Annex, which in turn enables the construction of the South Annex Base. The site also enables expansion of Metro's New Bus Prep services from the Component Supply Center. Expansion of the New Bus Prep service to this alternate facility also permits expansion of Component Supply Center's Body Shop functionality. This project is part of a split out and dissappropriation of 1134220 - TDC OCG RELOCS & DISPLACMNTS.

# Capital Appropriation Proposal



**NARRATIVES** TDC SBVM ANNEX LEASE 1139324

## 1. PROJECT SCOPE

Eagle Trailer Lease - This project supports lease payments at 12119 East Marginal Way South, across from South Base, to support the displacement of Fleet Engineering from the South Annex, which in turn enables the construction of the South Annex Base. The site also enables expansion of Metro's New Bus Prep services from the Component Supply Center. Expansion of the New Bus Prep service to this alternate facility also permits expansion of Component Supply Center's Body Shop functionality. This project is part of a split out and dissappropriation of 1134220 - TDC OCG RELOCS & DISPLACMNTS.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Relocation of Fleet Engineering is critical to development of the South Annex Base. Additional body work capacity at Component Supply Center, created by the relocation of New Bus Prep work, is critical to any capacity expansion or other operations at Central Base that consume Central Bases Body Repair Bays.

## 4. PROJECT BENEFITS/OUTCOMES

This project provides an alternate location for Fleet Engineering and yard space for new coach prep, enabling the south annex base to be construction. It also provides additional maintenance bays for CSC new coach prep, permitting additional body shop capacity in at CSC.

## 5. BUDGET REQUEST BASIS

This budget request is based on the negotiated lease rates for the facility in the County Council approved lease package. Tenant Improvements and other outfitting/move/start up cost are captured in 1134213.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Additional facilities maintenance cost are expected as part of this lease and are being carried in the operations budget.

## 8. PROJECT STATUS

This project is ongoing with council lease package approved in early 2020, extending the lease through 2029.
I

## 9. ALTERNATIVES ANALYSIS

Multiple properties were considered for the support of this business need.

## 10. OTHER AGENCY INVOLVEMENT

City of Tukwila

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project is not expected to provide substantial impacts on Equity and Social Justice Goals.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is not expected to provide substantial impacts on SCAP goals.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC SBVM ANNEX LEASE 1139324

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SHELTER YARD LEASE 1139325

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/01/2023 |
| **Location** | 3311 South 120th St |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 12/31/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 04/29/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/30/20 - 09/26/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 02/01/20 - 12/01/23 | $0 | $315,355 | $0 | $0 | $315,355 |
| **5 Closeout** 12/02/23 - 12/02/23 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 01/01/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$315,355** | **$0** | **$0** | **$315,355** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $315,355 | $0 | $0 | $315,355 |
| **Total Revenue** | **$315,355** | **$0** | **$0** | **$315,355** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SHELTER YARD LEASE 1139325

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $124,141 | $191,214 | $0 | $0 | $315,355 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$124,141** | **$191,214** | **$0** | **$0** | **$315,355** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $315,355 | $0 | $0 | $124,141 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$315,355** | **$0** | **$0** | **$124,141** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($124,141) | $315,355 | $191,214 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($124,141)** | **$315,355** | **$191,214** | **$0** |

**NARRATIVES** TDC SHELTER YARD LEASE 1139325

## Current Scope

Shelter Yard Lease - This project supports 28 months of lease payments for relocation of shelter assets from their current storage yard at South Annex to a short term leased property adjacent to South Facilities. This project is part of a split out and dissappropriation of 1134220 - TDC OCG RELOCS & DISPLACMNTS.

## 1. PROJECT SCOPE

Shelter Yard Lease - This project supports 28 months of lease payments for relocation of shelter assets from their current storage yard at South Annex to a short term leased property adjacent to South Facilities. This project is part of a split out and dissappropriation of 1134220 - TDC OCG RELOCS & DISPLACMNTS.

# Capital Appropriation Proposal



**NARRATIVES** TDC SHELTER YARD LEASE 1139325

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

1124223 TDC SOUTH ANNEX BASE is expected to be construction on Metro's South Annex Site, requiring relocation of associated business functions. Metro's shelter program is in a state of flux as contractors begin to assume construction of new shelters, long term storage and other associated business needs are evolving so this short term lease and relocation will permit resolution on those needs to be reached before a substantial investment is made.

## 4. PROJECT BENEFITS/OUTCOMES

An approximately 35,000 sq. ft. lot will be available for relocation of Metro's shelter program assets

## 5. BUDGET REQUEST BASIS

This budget request is based on the established lease cost from the negotiated short-term lease. This project is being split out from an existing project, 1134220 - TDC OCG RELOCS & DISPLACMNTS, in order to better facilitate management and tracking of the work.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Aside from the relocation, funded from this project, there is no additional impact expected to operations

## 8. PROJECT STATUS

Lease is completed and move in should be completed Q3 2020.

## 9. ALTERNATIVES ANALYSIS

Multiple sites were considered for leasing, the selected site offered desirable terms and location.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The project does not make substantial impact to King County's ESJ Goals

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project does not make substantial impact to King County's SCAP

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

# Capital Appropriation Proposal



**NARRATIVES** TDC SHELTER YARD LEASE 1139325

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC EV CHRGNG PRG BUD 1139326

Master Project, Baseline Required, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | TDC EV CHRGNG PRG BUD |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 06/29/21 | $0 | $57,790 | $0 | $0 | $57,790 |
| **2 Preliminary Design** 06/30/21 - 09/27/21 | $0 | $68,058 | $0 | $0 | $68,058 |
| **3 Final Design** 09/28/21 - 03/26/22 | $0 | $87,422 | $0 | $0 | $87,422 |
| **4 Implementation** 03/27/22 - 09/17/23 | $0 | $1,452,537 | $0 | $0 | $1,452,537 |
| **5 Closeout** 09/18/23 - 12/16/23 | $0 | $406,433 | $0 | $0 | $406,433 |
| **6 Acquisition** 06/30/21 - 06/30/21 | $0 | $12,503 | $0 | $0 | $12,503 |
| **Total Budget** | **$0** | **$2,084,743** | **$0** | **$0** | **$2,084,743** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $20,641 | $0 | $0 | $20,641 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,084,743 | $0 | $0 | $2,084,743 |
| **Total Revenue** | **$2,084,743** | **$0** | **$0** | **$2,084,743** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC EV CHRGNG PRG BUD 1139326

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $57,790 | $0 | $0 | $57,790 |
| 2 Prelim Design | $0 | $0 | $68,058 | $0 | $0 | $68,058 |
| 3 Final Design | $0 | $0 | $87,422 | $0 | $0 | $87,422 |
| 4 Implementation | $0 | $0 | $732,017 | $699,879 | $0 | $1,431,896 |
| 5 Closeout | $0 | $0 | $0 | $406,433 | $0 | $406,433 |
| 6 Acquisition | $0 | $0 | $12,503 | $0 | $0 | $12,503 |
| **Total Expense** | **$0** | **$0** | **$957,791** | **$1,106,312** | **$0** | **$2,064,102** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $57,790 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $68,058 | $0 | $0 | $0 |
| 3 Final Design | $0 | $87,422 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,431,896 | $0 | $0 | $0 |
| 5 Closeout | $0 | $406,433 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $12,503 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,064,102** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $57,790 | $57,790 | $0 |
| 2 Preliminary Design | $0 | $68,058 | $68,058 | $0 |
| 3 Final Design | $0 | $87,422 | $87,422 | $0 |
| 4 Implementation | $0 | $1,452,537 | $732,017 | $720,520 |
| 5 Closeout | $0 | $406,433 | $0 | $406,433 |
| 6 Acquisition | $0 | $12,503 | $12,503 | $0 |
| **Total** | **$0** | **$2,084,743** | **$957,790** | **$1,126,953** |

**NARRATIVES** TDC EV CHRGNG PRG BUD 1139326

## Current Scope

EV Charging- This master project will continue to build charging infrastructure to support electrification of light duty vehicles. The project will plan, design and implement infrastructure to support Level II and Level III chargers at various Metro Transit facilities. The project does not include the electric vehicles themselves and may include agreements to lease or purchase the charger and charge management systems.

## 1. PROJECT SCOPE

EV Charging- This master project will continue to build charging infrastructure to support electrification of light duty vehicles. The project will plan, design and implement infrastructure to support Level II and Level III chargers at various Metro Transit facilities. The project does not include the electric vehicles themselves and may include agreements to lease or purchase the charger and charge management systems.

# Capital Appropriation Proposal



**NARRATIVES** TDC EV CHRGNG PRG BUD 1139326

## 2. PROGRAMMATIC PROJECT DISCUSSION

This programmatic project includes charging infrastructure projects that support Metro's non-bus fleet and public charging at Metro facilities. Project 1134277 is the initial project in the program and will install chargers at various Metro facilities for light duty vehicle charging. Other facilities will receive similar charging infrastructure at a later time under this program. As technology develops this programmatic project may require funding to implement charging infrastructure for medium and heavy duty vehicles.

## 3. PROJECT JUSTIFICATION

Metro fleets primarily rely on fossil fuels that have a negative impact on the environment. Electrification of Metro fleets is a key component of the King County Strategic Climate Action Plan and will reduce greenhouse gas emissions and particulate pollution in the county. New infrastructure is required to support the operation of electric vehicles.

## 4. PROJECT BENEFITS/OUTCOMES

The completed project will enable Metro to purchase and operate electric light duty vehicles throughout its county operations reducing air pollutions and greenhouse gas emissions. It is assumed that normal maintenance costs will be less for electric vehicles.

## 5. BUDGET REQUEST BASIS

This funding will be required to continue to implement light duty vehicle charging infrastructure at transit facilities.

## 6. FUNDING AND REVENUE DISCUSSION

The majority of assets developed for this project will support county operated vehicles. No revenue is anticipated from the installation of these chargers. The project will seek grant funding if it becomes available.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Transitioning the light duty fleet to electric vehicles is expected to have impacts on operating costs. The electric vehicles themselves are more costly than equivalent internal combustion engine vehicles (vehicle purchase is not part of this project). "Fuel" costs for operating electric vehicles is expected to be moderately to significantly reduced depending on utility agreements and ability to charge at optimal times of day. Routine maintenance is expected to be less costly for electric vehicles compared to internal combustion but battery replacement or early battery senescence could result in higher overall vehicle ownership costs. Monitoring electric vehicle fleet energy consumption for reporting and accounting needs is expected to be an added cost. Detailed analysis has not been conducted.

## 8. PROJECT STATUS

This is a new programmatic project. Project 1134277 is the first phase of light duty electrification and is scheduled to be completed in 2021.

## 9. ALTERNATIVES ANALYSIS

Alternative analysis for this project are anticipated in the normal pre-design process to select the best project path. Planning studies not funded by this project will study more broadly charging strategies and other zero-emission alternative technologies that may improve zero emission fleet operations or costs.

## 10. OTHER AGENCY INVOLVEMENT

Seattle City Light (SCL) and Puget Sound Energy (PSE) will be consulted.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Vehicle electrification is equally beneficial for all neighborhoods in which they operate by reducing noise, particulate and exhaust emissions in those neighborhoods.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Supports SCAP goal to reduce fleet emissions through transition to zero-emission vehicles and infrastructure.

# Capital Appropriation Proposal



**NARRATIVES** TDC EV CHRGNG PRG BUD 1139326

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Metro's existing light duty fleet is aging and replacement vehicles are needed. Metro has committed to and has begun purchasing electric or electric hybrid vehicles to replace its light duty fleet. Though some infrastructure exists to support the charging of these vehicles this project is necessary to install charging infrastructure and chargers where it is needed at Metro facilities as electric vehicles are deployed. The project underway installs infrastructure and chargers at several Metro sites across the county and may increase the number of chargers at previously developed sites. Future similar projects will add charging infrastructure and chargers at the remainder of Metro sites where charging is needed.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC COMFORT STATION PLN 1139330

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $16,030 | $0 | $0 | $16,030 |
| **2 Preliminary Design** 04/01/21 - 11/01/22 | $0 | $370,193 | $0 | $0 | $370,193 |
| **3 Final Design** 11/02/22 - 03/31/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/01/23 - 03/25/24 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 11/02/22 - 12/31/22 | $0 | $7,864 | $0 | $0 | $7,864 |
| **6 Acquisition** 04/01/21 - 06/29/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$394,087** | **$0** | **$0** | **$394,087** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $394,087 | $0 | $0 | $394,087 |
| **Total Revenue** | **$394,087** | **$0** | **$0** | **$394,087** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC COMFORT STATION PLN 1139330

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $16,030 | $0 | $0 | $16,030 |
| 2 Prelim Design | $0 | $0 | $370,193 | $0 | $0 | $370,193 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $7,864 | $0 | $0 | $7,864 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$394,087** | **$0** | **$0** | **$394,087** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $16,030 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $370,193 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $7,864 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$394,087** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $16,030 | $16,030 | $0 |
| 2 Preliminary Design | $0 | $370,193 | $370,193 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $7,864 | $7,864 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$394,087** | **$394,087** | **$0** |

**NARRATIVES** TDC COMFORT STATION PLN 1139330

## Current Scope

Comfort Station Plan - This project is expected to re-evaluate Metro's approach to driver comfort stations and establish a plan for the development of future comfort stations to improve program efficiency, maximize program benefits while minimizing investment. The program will review comfort station service delivery alternatives and provide catalogued requirements.

## 1. PROJECT SCOPE

Comfort Station Plan - This project is expected to re-evaluate Metro's approach to driver comfort stations and establish a plan for the development of future comfort stations to improve program efficiency, maximize program benefits while minimizing investment. The program will review comfort station service delivery alternatives and provide catalogued requirements.

# Capital Appropriation Proposal



**NARRATIVES** TDC COMFORT STATION PLN 1139330

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County Metro is committed to improving the availability of operator comfort stations by providing restroom facilities at operator layovers. Following two citations issued through a State of Washington Labor & Industries (L&I) audit in 2014, Metro established its Comfort Station Policy as part of its mitigation to improve restroom access for its operators. This investment is consistent with Metro's strategy of "Enabling Employees To Do Top Quality Work". The Comfort Station Policy defines acceptable facilities and maximum distance located from layover areas. Permanent constructed facilities are planned only when other alternatives such as use agreements with commercial establishments are not available. There have been various approaches to the implementation of permanent facilities to-date; this project aims to standardized the approach while focusing on minimizing initial investment to return maximum value.

## 4. PROJECT BENEFITS/OUTCOMES

The completed planning project will provide a complete comfort station planning document to standardize design and delivery in the future biennium.

## 5. BUDGET REQUEST BASIS

This budget request is based on estimated internal resource requirements and consultant costs on similar bodies of work.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub-funds and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

There are no operational impacts expected from this project.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Alternatives for constructed comfort stations and alternative means of construction (modular, mobile solution, standard brick and mortar) will be considered as part of this study work

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project is not expected to have a substantial impact to equity and social justice goals for the county

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is not expected to have substantial impact to the counties Strategic Climate Action Plan

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** TDC COMFORT STATION PLN 1139330

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE BLD ENV RP 2023-24 — 1139331

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/31/23 | $0 | $0 | $8,161 | $0 | $8,161 |
| **2 Preliminary Design** 04/01/23 - 07/29/23 | $0 | $0 | $23,387 | $0 | $23,387 |
| **3 Final Design** 07/30/23 - 12/26/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/30/23 - 09/01/24 | $0 | $0 | $625,798 | $0 | $625,798 |
| **5 Closeout** 09/02/24 - 12/10/24 | $0 | $0 | $24,697 | $0 | $24,697 |
| **6 Acquisition** 04/01/23 - 04/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$682,043** | **$0** | **$682,043** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $682,043 | $0 | $682,043 |
| **Total Revenue** | **$0** | **$682,043** | **$0** | **$682,043** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE BLD ENV RP 2023-24 1139331

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $8,161 | $0 | $8,161 |
| 2 Prelim Design | $0 | $0 | $0 | $23,387 | $0 | $23,387 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $625,798 | $0 | $625,798 |
| 5 Closeout | $0 | $0 | $0 | $24,697 | $0 | $24,697 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$682,043** | **$0** | **$682,043** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $8,161 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $23,387 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $625,798 | $0 | $0 | $0 |
| 5 Closeout | $0 | $24,697 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$682,043** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC ROUTINE BLD ENV RP 2023-24 1139331

## Current Scope

2023-2024 Overall Building Envelope Placeholder - This is a placeholder project for investments in the 2023-2024 Building Envelope Program. The timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

2023-2024 Overall Building Envelope Placeholder - This is a placeholder project for investments in the 2023-2024 Building Envelope Program. The timing is consistent with Metro's Transit Asset Management Plan.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE BLD ENV RP 2023-24 1139331

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilizes a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an average condition of poor to marginal. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

2023-2024 funding is expected to support the complete project lifecycle for the project identified in the project scope section. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new routine capital project request for 2023 - 24.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE BLD ENV RP 2023-24 1139331

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE BLD ENV RP 2025-26 — 1139332

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 03/31/25 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/01/25 - 07/29/25 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 07/30/25 - 12/26/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/30/25 - 10/22/26 | $0 | $0 | $0 | $472,829 | $472,829 |
| **5 Closeout** 10/23/26 - 01/30/27 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$472,829** | **$472,829** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $472,829 | $472,829 |
| **Total Revenue** | **$0** | **$0** | **$472,829** | **$472,829** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE BLD ENV RP 2025-26 1139332

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $472,829 | $472,829 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$472,829** | **$472,829** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $472,829 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$472,829** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC ROUTINE BLD ENV RP 2025-26 1139332

## Current Scope

2025-2026 Overall Building Envelope Placeholder - This is a placeholder project for investments in the 2025-2026 Building Envelope Program. The timing is consistent with Metro's Transit Asset Management Plan.

## 1. PROJECT SCOPE

2025-2026 Overall Building Envelope Placeholder - This is a placeholder project for investments in the 2025-2026 Building Envelope Program. The timing is consistent with Metro's Transit Asset Management Plan.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE BLD ENV RP 2025-26 1139332

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilizes a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an average condition of poor to marginal. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new routine capital project request for 2025 - 26.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** TDC ROUTINE BLD ENV RP 2025-26 1139332

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC TROLLEY POLES 2023-24 — 1139333

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 4, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/31/23 | $0 | $0 | $11,153 | $0 | $11,153 |
| **2 Preliminary Design** 04/01/23 - 04/01/23 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/02/23 - 04/02/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/02/23 - 12/30/24 | $0 | $0 | $1,507,312 | $0 | $1,507,312 |
| **5 Closeout** 12/31/24 - 12/31/24 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/23 - 04/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,518,465** | **$0** | **$1,518,465** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $278,465 | $0 | $278,465 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $1,240,000 | $0 | $1,240,000 |
| **Total Revenue** | **$0** | **$1,518,465** | **$0** | **$1,518,465** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TROLLEY POLES 2023-24 1139333

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $11,153 | $0 | $11,153 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $1,507,312 | $0 | $1,507,312 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,518,465** | **$0** | **$1,518,465** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $11,153 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,507,312 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,518,465** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC TROLLEY POLES 2023-24 1139333

## Current Scope

Trolley Poles Infrastructure - This program supports the maintenance and repair of the trolley bus system by replacing trolley poles, as needed. Previous efforts have resulted in 80-100 poles being replaced annually.

## 1. PROJECT SCOPE

Trolley Poles Infrastructure - This program supports the maintenance and repair of the trolley bus system by replacing trolley poles, as needed. Previous efforts have resulted in 80-100 poles being replaced annually.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC TROLLEY POLES 2023-24 1139333

## 3. PROJECT JUSTIFICATION

Trolley poles are part of the overall system that supports the trolley bus infrastructure servicing the system in the city of Seattle. A majority of the trolley overhead electrical equipment is supported by wood poles. The system presently has 4,731 wood poles in service. The lifecycle of wood poles is 15 years. These poles are inspected on a regular basis and, based on age and/or condition, are replaced to avoid disruptions in service and to prevent safety hazards in the public right-of-way. During this biennium, Metro expects to replace approximately 160 - 200 poles.

## 4. PROJECT BENEFITS/OUTCOMES

As part of the State of Good Repair, maintenance of these poles is a requirement. Also, by maintaining the trolley infrastructure, it keeps the system functional, allowing for the timely moving of citizens and it improves customer satisfaction. It also reduces long-term maintenance/operating costs of the system.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022. The 2023-2024 budget is based on past years' expense trend for maintenance, repair, and replacement of trolley poles. These costs include labor, supplies, and equipment to support the timely maintenance, repair, and/or replacement of the trolley poles.

## 6. FUNDING AND REVENUE DISCUSSION

Future FTA 5337 HIFG earned share grant for FY 2023-2024

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC TROLLEY POLES 2023-24 1139333

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC TROLLEY POLES 2025-26 — 1139334

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 4, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 03/31/25 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/02/25 - 04/02/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/02/25 - 12/31/26 | $0 | $0 | $0 | $602,616 | $602,616 |
| **5 Closeout** 01/01/27 - 01/01/27 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$602,616** | **$602,616** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $130,616 | $130,616 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $0 | $472,000 | $472,000 |
| **Total Revenue** | **$0** | **$0** | **$602,616** | **$602,616** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TROLLEY POLES 2025-26 1139334

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $602,616 | $602,616 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$602,616** | **$602,616** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $602,616 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$602,616** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC TROLLEY POLES 2025-26 1139334

## Current Scope

Trolley Poles Infrastructure - This program supports the maintenance and repair of the trolley bus system by replacing trolley poles, as needed. Previous efforts have resulted in 80-100 poles being replaced annually.

## 1. PROJECT SCOPE

Trolley Poles Infrastructure - This program supports the maintenance and repair of the trolley bus system by replacing trolley poles, as needed. Previous efforts have resulted in 80-100 poles being replaced annually.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC TROLLEY POLES 2025-26 1139334

## 3. PROJECT JUSTIFICATION

Trolley poles are part of the overall system that supports the trolley bus infrastructure servicing the system in the city of Seattle. A majority of the trolley overhead electrical equipment is supported by wood poles. The system presently has 4,731 wood poles in service. The lifecycle of wood poles is 15 years. These poles are inspected on a regular basis and, based on age and/or condition, are replaced to avoid disruptions in service and to prevent safety hazards in the public right-of-way. During this biennium, Metro expects to replace approximately 160 - 200 poles.

## 4. PROJECT BENEFITS/OUTCOMES

As part of the State of Good Repair, maintenance of these poles is a requirement. Also, by maintaining the trolley infrastructure, it keeps the system functional, allowing for the timely moving of citizens and it improves customer satisfaction. It also reduces long-term maintenance/operating costs of the system.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022. The 2025-2026 budget is based on past years' expense trend for maintenance, repair, and replacement of trolley poles. These costs include labor, supplies, and equipment to support the timely maintenance, repair, and/or replacement of the trolley poles.

## 6. FUNDING AND REVENUE DISCUSSION

Future FTA 5337 HIFG funds for fiscal years 2025 and 2026

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC TROLLEY POLES 2025-26 1139334

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC TRAINING RELOC 1139335

Baseline Required, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 02/01/2021 |
| **Location** | S. Norfolk St @ Airport Way S |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/01/18 - 07/22/20 | $0 | $128,926 | $0 | $0 | $128,926 |
| **2 Preliminary Design** 07/23/20 - 07/23/20 | $0 | $18,206 | $0 | $0 | $18,206 |
| **3 Final Design** 07/24/20 - 07/24/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/25/20 - 03/21/21 | $0 | $4,241,199 | $0 | $0 | $4,241,199 |
| **5 Closeout** 03/22/21 - 05/20/21 | $0 | $338,297 | $0 | $0 | $338,297 |
| **6 Acquisition** 09/01/20 - 08/29/30 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$4,726,628** | **$0** | **$0** | **$4,726,628** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $46,798 | $0 | $0 | $46,798 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $4,226,628 | $0 | $0 | $4,226,628 |
| **36999 - OTHER MISC REVENUE** | $500,000 | $0 | $0 | $500,000 |
| **Total Revenue** | **$4,726,628** | **$0** | **$0** | **$4,726,628** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TRAINING RELOC 1139335

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $46,681 | $0 | $0 | $0 | $46,681 |
| 2 Prelim Design | $0 | $18,206 | $0 | $0 | $0 | $18,206 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,769,005 | $1,425,396 | $0 | $0 | $4,194,401 |
| 5 Closeout | $0 | $0 | $338,297 | $0 | $0 | $338,297 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$2,833,892** | **$1,763,693** | **$0** | **$0** | **$4,597,585** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $128,926 | $0 | $0 | $46,681 |
| 2 Preliminary Design | $0 | $18,206 | $0 | $0 | $18,206 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,194,401 | $0 | $0 | $2,769,005 |
| 5 Closeout | $0 | $338,297 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,679,830** | **$0** | **$0** | **$2,833,892** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($46,681) | $128,926 | $0 | $82,245 |
| 2 Preliminary Design | ($18,206) | $18,206 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($2,769,005) | $4,241,199 | $1,425,396 | $46,798 |
| 5 Closeout | $0 | $338,297 | $338,297 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($2,833,892)** | **$4,726,628** | **$1,763,693** | **$129,043** |

**NARRATIVES** TDC TRAINING RELOC 1139335

## Current Scope

Training Relocation - Prologis has assembled and plans to develop a 62-acre site located approximately 1.3 miles north of the current South Annex property. An approximately 7.5-acre portion of this site at the corner of E. Marginal Way S. and S. Norfolk St. is not planned for near term development and has signed a 12-year lease to Metro for a portion of the property for the purposes of siting the displaced Safety & Training Center until the South King County Base Project can be constructed to include the permanent relocation for that function. This project will support payment for the Build-To-Suit facility, and ancillary cost with outfitting the building and relocating the occupants of the current facility. This project is part of a split out and dissappropriation of 1134220 - TDC OCG RELOCS & DISPLACMNTS.

# Capital Appropriation Proposal



**NARRATIVES** TDC TRAINING RELOC 1139335

## 1. PROJECT SCOPE

Training Relocation - Prologis has assembled and plans to develop a 62-acre site located approximately 1.3 miles north of the current South Annex property. An approximately 7.5-acre portion of this site at the corner of E. Marginal Way S. and S. Norfolk St. is not planned for near term development and has signed a 12-year lease to Metro for a portion of the property for the purposes of siting the displaced Safety & Training Center until the South King County Base Project can be constructed to include the permanent relocation for that function. This project will support payment for the Build-To-Suit facility, and ancillary cost with outfitting the building and relocating the occupants of the current facility. This project is part of a split out and dissappropriation of 1134220 - TDC OCG RELOCS & DISPLACMNTS.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

In order to enable construction of the South Annex base, the existing functions of must be cleared by 2021, although acceleration in clearing the site reduces overall project risk and may enable acceleration of South Annex Base delivery.
The South Annex Site's most visible function, and arguably most critical, is the Safety & Training Center. This facility includes a12,000ft2 building a 2,400ft2 modular classroom unit, and a 4-acre training loop with skid pad. This amenity is a critical function for the agency as it provides CDL licensing for our operators, serving as the second busiest CDL testing facility in the state. As this is the largest single function of the site, and it depends on proximity to a transit base to provide buses for training, it is one of the most challenging to relocate.

## 4. PROJECT BENEFITS/OUTCOMES

The location of this site is ideal with close proximity to our existing South Base and future South Annex base. An added benefit of this location is the minor adjustment in commute times for Training Employees compared to the existing location. The majority of the site is within the runway protection zone which needed to be retained by FMD to ensure a compatible use with the adjacent King County Airport so this site is achieving goals for both Metro and FMD.

## 5. BUDGET REQUEST BASIS

This request will support build to suit cost and relocation cost to enable Metro to begin operation at the facility. This project is being split out from an existing project, 1134220 - TDC OCG RELOCS & DISPLACMNTS, in order to better facilitate management and tracking of the work.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

There will be operating budget impacts during the limited period the site is being commissioned but before occupancy. Within that time frame there will be two functioning facilities that will increase operational cost. Once the relocation is complete, operating budget should be restored as only one site will be active.

## 8. PROJECT STATUS

Ongoing - This project is being split out from 1134220 which will be disappropraited in 21/22 biennium as the body of work has been defined and can be more accurately tracked as an individual project.

## 9. ALTERNATIVES ANALYSIS

Multiple location were pursued for relocation of the site. The selected property was chosen due to mutual benefit of Facilities Management Division and Metro, making a cost and functionally efficient solution for the County.

## 10. OTHER AGENCY INVOLVEMENT

King County Facilities Management Division (FMD)

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

**NARRATIVES** TDC TRAINING RELOC 1139335

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not provide any substantial impacts to Equity And Social Justice

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the SCAP Energy Chapter's Appendix guidelines that include leased space should be LEED Silver or Energy Star Certified.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC TOH SWITCHES 2023-24 — 1139336

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 4, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/31/23 | $0 | $0 | $8,797 | $0 | $8,797 |
| **2 Preliminary Design** 04/01/23 - 04/01/23 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/02/23 - 04/02/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/02/23 - 12/30/24 | $0 | $0 | $852,404 | $0 | $852,404 |
| **5 Closeout** 12/31/24 - 12/31/24 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/23 - 04/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$861,201** | **$0** | **$861,201** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $165,201 | $0 | $165,201 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $696,000 | $0 | $696,000 |
| **Total Revenue** | **$0** | **$861,201** | **$0** | **$861,201** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TOH SWITCHES 2023-24 1139336

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $8,797 | $0 | $8,797 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $852,404 | $0 | $852,404 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$861,201** | **$0** | **$861,201** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $8,797 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $852,404 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$861,201** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC TOH SWITCHES 2023-24 1139336

## Current Scope

Trolley Overhead Switches - This program supports the maintenance, repair, and replacement of the trolley switches infrastructure. Past efforts have resulted in five to 15 overhead switches and ancillary hardware being replaced annually.

## 1. PROJECT SCOPE

Trolley Overhead Switches - This program supports the maintenance, repair, and replacement of the trolley switches infrastructure. Past efforts have resulted in five to 15 overhead switches and ancillary hardware being replaced annually.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC TOH SWITCHES 2023-24 1139336

## 3. PROJECT JUSTIFICATION

The State of Good Repair principle requires that capital assets are maintained or replaced in a manner that supports efficient, effective, and safe service delivery. Overhead switches are part of the trolley bus infrastructure servicing the system in the city of Seattle. The system presently has over 400 switches in service. The lifecycle of the switches is about 10 years. Overhead switches are inspected on a regular basis for "wear and tear" issues associated with their level of use. Intersections with higher rates of bus traffic are inspected more frequently. Based on age and/or condition, the switches are replaced to avoid disruptions in service and prevent safety hazards in the public right-of-way.

## 4. PROJECT BENEFITS/OUTCOMES

As part of the State of Good Repair, maintenance of these switches is a requirement. Also, by maintaining the trolley infrastructure, it keeps the system functional, allowing for the timely moving of citizens and it improves customer satisfaction. It also reduces long-term maintenance/operating costs of the system.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022. The 2023-2024 budget is based on past years' expense trends for maintenance, repair, and replacement of trolley switches. These costs include labor, supplies, and equipment to support the timely maintenance, repair and/or replacement of the trolley switches.

## 6. FUNDING AND REVENUE DISCUSSION

FTA 5337 HIFG FY 2023-2024 grant funds

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** TDC TOH SWITCHES 2023-24 1139336

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC TOH SWITCHES 2025-26 — 1139337

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 4, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 03/31/25 | $0 | $0 | $0 | $3,936 | $3,936 |
| **2 Preliminary Design** 04/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/02/25 - 04/02/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/02/25 - 12/31/26 | $0 | $0 | $0 | $399,255 | $399,255 |
| **5 Closeout** 01/01/27 - 01/01/27 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$403,191** | **$403,191** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $83,191 | $83,191 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $0 | $320,000 | $320,000 |
| **Total Revenue** | **$0** | **$0** | **$403,191** | **$403,191** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TOH SWITCHES 2025-26 1139337

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $3,936 | $3,936 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $399,255 | $399,255 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$403,191** | **$403,191** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,936 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $399,255 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$403,191** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC TOH SWITCHES 2025-26 1139337

## Current Scope

Trolley Overhead Switches - This program supports the maintenance, repair, and replacement of the trolley switches infrastructure. Past efforts have resulted in five to 15 overhead switches and ancillary hardware being replaced annually.

## 1. PROJECT SCOPE

Trolley Overhead Switches - This program supports the maintenance, repair, and replacement of the trolley switches infrastructure. Past efforts have resulted in five to 15 overhead switches and ancillary hardware being replaced annually.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC TOH SWITCHES 2025-26 1139337

## 3. PROJECT JUSTIFICATION

The State of Good Repair principle requires that capital assets are maintained or replaced in a manner that supports efficient, effective, and safe service delivery. Overhead switches are part of the trolley bus infrastructure servicing the system in the city of Seattle. The system presently has over 400 switches in service. The lifecycle of the switches is about 10 years. Overhead switches are inspected on a regular basis for "wear and tear" issues associated with their level of use. Intersections with higher rates of bus traffic are inspected more frequently. Based on age and/or condition, the switches are replaced to avoid disruptions in service and prevent safety hazards in the public right-of-way.

## 4. PROJECT BENEFITS/OUTCOMES

As part of the State of Good Repair, maintenance of these switches is a requirement. Also, by maintaining the trolley infrastructure, it keeps the system functional, allowing for the timely moving of citizens and it improves customer satisfaction. It also reduces long-term maintenance/operating costs of the system.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022. The 2025-2026 budget is based on past years' expense trends for maintenance, repair, and replacement of trolley switches. These costs include labor, supplies, and equipment to support the timely maintenance, repair and/or replacement of the trolley switches.

## 6. FUNDING AND REVENUE DISCUSSION

FTA 5337 HIFG FY 2025-2026 federal funds

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** TDC TOH SWITCHES 2025-26 1139337

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CONSTRUC MGMT RELOC 1139338

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 02/03/2023 |
| **Location** | 21677 E. Marginal Way S. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/02/19 - 12/27/19 | $0 | $164,700 | $0 | $0 | $164,700 |
| **2 Preliminary Design** 12/28/19 - 12/26/20 | $0 | $200,000 | $0 | $0 | $200,000 |
| **3 Final Design** 12/27/20 - 09/22/21 | $0 | $21,664 | $0 | $0 | $21,664 |
| **4 Implementation** 09/23/21 - 09/17/22 | $0 | $39,393 | $0 | $0 | $39,393 |
| **5 Closeout** 09/18/22 - 12/16/22 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 12/28/19 - 03/26/20 | $0 | $2,572,970 | $0 | $0 | $2,572,970 |
| **Total Budget** | **$0** | **$2,998,726** | **$0** | **$0** | **$2,998,726** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,998,726 | $0 | $0 | $2,998,726 |
| **Total Revenue** | **$2,998,726** | **$0** | **$0** | **$2,998,726** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC CONSTRUC MGMT RELOC 1139338

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $200,000 | $0 | $0 | $0 | $200,000 |
| 3 Final Design | $0 | $399 | $21,265 | $0 | $0 | $21,664 |
| 4 Implementation | $0 | $0 | $39,393 | $0 | $0 | $39,393 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $2,458,615 | $0 | $0 | $0 | $2,458,615 |
| **Total Expense** | **$0** | **$2,659,014** | **$60,658** | **$0** | **$0** | **$2,719,672** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $164,700 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $200,000 | $0 | $0 | $200,000 |
| 3 Final Design | $0 | $21,664 | $0 | $0 | $399 |
| 4 Implementation | $0 | $39,393 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $2,572,970 | $0 | $0 | $2,458,615 |
| **Total** | **$0** | **$2,998,726** | **$0** | **$0** | **$2,659,014** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $164,700 | $0 | $164,700 |
| 2 Preliminary Design | ($200,000) | $200,000 | $0 | $0 |
| 3 Final Design | ($399) | $21,664 | $21,265 | $0 |
| 4 Implementation | $0 | $39,393 | $39,393 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | ($2,458,615) | $2,572,970 | $0 | $114,354 |
| **Total** | **($2,659,014)** | **$2,998,727** | **$60,658** | **$279,054** |

**NARRATIVES** TDC CONSTRUC MGMT RELOC 1139338

## Current Scope

Construction Management Relocation - Acquire an alternative site for Metro's Construction Management Group, rezone the site to support appropriate functionality, and construct a new facility for Metro Construction Management. Additional site enhancements and modifications such as underground storage take removal, perimeter fence restoration, and general cosmetic repairs are included in this project.

## 1. PROJECT SCOPE

Construction Management Relocation - Acquire an alternative site for Metro's Construction Management Group, rezone the site to support appropriate functionality, and construct a new facility for Metro Construction Management. Additional site enhancements and modifications such as underground storage take removal, perimeter fence restoration, and general cosmetic repairs are included in this project.

# Capital Appropriation Proposal



**NARRATIVES** TDC CONSTRUC MGMT RELOC 1139338

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Metro Construction Management, a group of about 16 people, occupy a double wide & single wide trailer on the South Annex site. With construction of South Interim Base & South Annex Base the number of people and space requirements are expected to grow. The intent is to relocate this group to 12677 East Marginal Way South, Tukwila. Metro purchased 1.9 acres at this site with intention to create office space for the Metro Construction Management Group.

## 4. PROJECT BENEFITS/OUTCOMES

This project will create a new permanent facility for construction management

## 5. BUDGET REQUEST BASIS

This request will support this biennium's lease payments, build to suit cost, and relocation cost to enable Metro to begin operation at the facility. Out-years payments will support lease payments. This project is being split out from an existing project, 1134220 - TDC OCG RELOCS & DISPLACMNTS, in order to better facilitate management and tracking of the work.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

There will be operating budget impacts during the limited period the site is being commissioned but before occupancy. Within that time frame there will be two functioning facilities that will increase operational cost. Once the relocation is complete, operating budget should be restored as only one site will be active.

## 8. PROJECT STATUS

Ongoing - This project is being split out from 1134220 which will be disappropraited in 21/22 biennium as the body of work has been defined and can be more accurately tracked as an individual project.

## 9. ALTERNATIVES ANALYSIS

Multiple location were pursued for relocation of the site. The selected property was chosen due to mutual benefit of Facilities Management Division and Metro, making a cost and functionally efficient solution for the County.

## 10. OTHER AGENCY INVOLVEMENT

King County Facilities Management Division (FMD)

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not provide any substantial impacts to Equity And Social Justice

**NARRATIVES** TDC CONSTRUC MGMT RELOC 1139338

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a LEED Platinum rating and be third party certified with the U.S. Green Building Council and 85% construction and demolition debris diversion. Since the facility is greater than 5,000 sq. ft. of conditioned space it cannot use the King County Sustainable Infrastructure Scorecard.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC STORMWATER UPGRADE 1139339

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/01/2023 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $75,278 | $0 | $0 | $75,278 |
| **2 Preliminary Design** 04/01/21 - 06/29/21 | $0 | $107,569 | $0 | $0 | $107,569 |
| **3 Final Design** 06/30/21 - 03/26/22 | $0 | $300,018 | $0 | $0 | $300,018 |
| **4 Implementation** 03/27/22 - 12/21/22 | $0 | $924,055 | $0 | $0 | $924,055 |
| **5 Closeout** 12/22/22 - 02/19/23 | $0 | $165,705 | $0 | $0 | $165,705 |
| **6 Acquisition** 04/01/21 - 04/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,572,625** | **$0** | **$0** | **$1,572,625** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,572,625 | $0 | $0 | $1,572,625 |
| **Total Revenue** | **$1,572,625** | **$0** | **$0** | **$1,572,625** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC STORMWATER UPGRADE 1139339

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $75,278 | $0 | $0 | $75,278 |
| 2 Prelim Design | $0 | $0 | $107,569 | $0 | $0 | $107,569 |
| 3 Final Design | $0 | $0 | $300,018 | $0 | $0 | $300,018 |
| 4 Implementation | $0 | $0 | $924,055 | $0 | $0 | $924,055 |
| 5 Closeout | $0 | $0 | $26,953 | $138,752 | $0 | $165,705 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,433,874** | **$138,752** | **$0** | **$1,572,625** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $75,278 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $107,569 | $0 | $0 | $0 |
| 3 Final Design | $0 | $300,018 | $0 | $0 | $0 |
| 4 Implementation | $0 | $924,055 | $0 | $0 | $0 |
| 5 Closeout | $0 | $165,705 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,572,625** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $75,278 | $75,278 | $0 |
| 2 Preliminary Design | $0 | $107,569 | $107,569 | $0 |
| 3 Final Design | $0 | $300,018 | $300,018 | $0 |
| 4 Implementation | $0 | $924,055 | $924,055 | $0 |
| 5 Closeout | $0 | $165,705 | $26,953 | $138,752 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,572,625** | **$1,433,873** | **$138,752** |

**NARRATIVES** TDC STORMWATER UPGRADE 1139339

## Current Scope

Stormwater Upgrade - This project will improve storm water quality at Transit Base Sites with water quality treatment system improvements targeted at restoring acceptable water quality in the storm water discharge. Known issues that require remediation are present at Bellevue Base with suspected issues that may require remediation present at other transit facilities.

## 1. PROJECT SCOPE

Stormwater Upgrade - This project will improve storm water quality at Transit Base Sites with water quality treatment system improvements targeted at restoring acceptable water quality in the storm water discharge. Known issues that require remediation are present at Bellevue Base with suspected issues that may require remediation present at other transit facilities.

# Capital Appropriation Proposal



**NARRATIVES** TDC STORMWATER UPGRADE 1139339

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Washington State Department of Ecology Industrial Storm water General Permit mandates corrective action due to exceedances of allowable copper levels at Bellevue Base which have already occurred. This project is in response to an Ecology Level 3 Corrective Action Notification. Other Transit sites also have repeated exceedances although others have not yet reached the Corrective Action Notification level yet.

## 4. PROJECT BENEFITS/OUTCOMES

Improved storm water discharge at Bellevue Base will bring the site back into compliance with King County Metro's Industrial Storm water General Permit. Improvements may also be made at other locations.

## 5. BUDGET REQUEST BASIS

The requested appropriation is intended to support expedited design and construction of storm water mitigations.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Depending on the specific solution prescribed by the engineering report, additional maintenance and replacement of filter media may be required.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Engineering Report will propose alternatives and identify recommended alternative to improving storm water discharge

## 10. OTHER AGENCY INVOLVEMENT

Washington State Department of Ecology
City of Bellevue

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not directly improve equity or social justice.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

To the degree this project involves construction his project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill. This project must comply with the King County Surface Water Manual.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

This project is required to be completed in order for Transit Facilities to remain in compliance with the Industrial Storm water General Permit

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** TDC STORMWATER UPGRADE 1139339

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SGR UNFORESEEN 2021-22 — 1139340

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/01/21 - 07/29/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 07/30/21 - 12/26/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/30/21 - 10/22/22 | $0 | $1,000,000 | $0 | $0 | $1,000,000 |
| **5 Closeout** 10/23/22 - 12/21/22 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/21 - 04/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,000,000** | **$0** | **$0** | **$1,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,000,000 | $0 | $0 | $1,000,000 |
| **Total Revenue** | **$1,000,000** | **$0** | **$0** | **$1,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SGR UNFORESEEN 2021-22 1139340

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,000,000 | $0 | $0 | $1,000,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,000,000** | **$0** | **$0** | **$1,000,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,000,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,000,000 | $1,000,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,000,000** | **$1,000,000** | **$0** |

**NARRATIVES** TDC SGR UNFORESEEN 2021-22 1139340

## Current Scope

Unforeseen State of Good Repair - This project provides for design work to repair or replace unforeseen damage or failures of Transit's assets such as facilities and infrastructure. This project is for staff and consultant resources as needed to determine the criticality of taking action to fix an issue with an asset within the current biennium. Further, the project funding is available to explore alternative solutions to address the repair or replacement of the facility or infrastructure component and begin implementing the fix until budget action can be taken to obtain appropriation to finish the work.

# Capital Appropriation Proposal



**NARRATIVES** TDC SGR UNFORESEEN 2021-22 1139340

## 1. PROJECT SCOPE

Unforeseen State of Good Repair - This project provides for design work to repair or replace unforeseen damage or failures of Transit's assets such as facilities and infrastructure. This project is for staff and consultant resources as needed to determine the criticality of taking action to fix an issue with an asset within the current biennium. Further, the project funding is available to explore alternative solutions to address the repair or replacement of the facility or infrastructure component and begin implementing the fix until budget action can be taken to obtain appropriation to finish the work.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Metro Transit's facilities and vehicle infrastructure must be kept in good working order and are critical to efficient and safe operation of bus service and other Metro activities. Metro Transit performs "state of the practice" asset management under the Transit Asset Management Program (TAMP). This involves inspection and monitoring the condition of all Metro's assets, inventorying the remaining useful life of all assets and planning for timely replacement. The planned replacement of assets is included in Metro Transit's Capital Improvement Program in a category or program of projects known as State of Good Repair (SGR). With Metro Transit's large and complex portfolio of assets, despite diligent and effect asset management practices, facility and infrastructure components can fail prematurely and need a capital repair or replacement before it is planned. This project provides funding to allow for prompt investigation and early design work for such situations and ensure that critical asset issues are kept in good working order.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

This is a new routine Capital Project request for 2021 - 2022.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This project is included in the capital improvement program to respond to emergent and unforeseen needs to repair or replace Metro Transit assets. If no situations arise, the project funds will not be used.

## 9. ALTERNATIVES ANALYSIS

Alternative solutions will be explored on a project by project basis, when and if the need arises.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC SGR UNFORESEEN 2021-22 1139340

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTE 48 TPMC N+S 1139341

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | Route 48 corridor (U District, Capitol Hill, Central District) |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/31/19 - 12/31/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/21 | $0 | $191,351 | $0 | $0 | $191,351 |
| **3 Final Design** 01/01/22 - 12/31/23 | $0 | $733,279 | $0 | $0 | $733,279 |
| **4 Implementation** 01/01/24 - 12/31/24 | $0 | $2,039,336 | $0 | $0 | $2,039,336 |
| **5 Closeout** 01/01/25 - 03/01/25 | $0 | $33,111 | $0 | $0 | $33,111 |
| **6 Acquisition** 01/01/20 - 03/30/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,997,077** | **$0** | **$0** | **$2,997,077** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,997,077 | $0 | $0 | $1,997,077 |
| **33436 - WA ST DEPT TRANSPORTATION** | $1,000,000 | $0 | $0 | $1,000,000 |
| **Total Revenue** | **$2,997,077** | **$0** | **$0** | **$2,997,077** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTE 48 TPMC N+S 1139341

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $65,844 | $125,507 | $0 | $0 | $191,351 |
| 3 Final Design | $0 | $0 | $361,890 | $371,389 | $0 | $733,279 |
| 4 Implementation | $0 | $0 | $0 | $2,039,336 | $0 | $2,039,336 |
| 5 Closeout | $0 | $0 | $0 | $0 | $33,111 | $33,111 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$65,844** | **$487,397** | **$2,410,725** | **$33,111** | **$2,997,077** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $191,351 | $0 | $0 | $65,844 |
| 3 Final Design | $0 | $733,279 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,039,336 | $0 | $0 | $0 |
| 5 Closeout | $0 | $33,111 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,997,077** | **$0** | **$0** | **$65,844** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($65,844) | $191,351 | $125,507 | $0 |
| 3 Final Design | $0 | $733,279 | $361,890 | $371,389 |
| 4 Implementation | $0 | $2,039,336 | $0 | $2,039,336 |
| 5 Closeout | $0 | $33,111 | $0 | $33,111 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($65,844)** | **$2,997,077** | **$487,397** | **$2,443,836** |

**NARRATIVES** TDC ROUTE 48 TPMC N+S 1139341

## Current Scope

Route 48 Transit Plus Multimodal Corridor - This project will design and construct transit speed and reliability improvements along King County Metro Route 48, a bus route operating between the University District and Mt Baker Transit Center, which travels through the Capitol Hill and Central District neighborhoods. The scope of these improvements will include design and construction of transit-priority treatments such as bus lanes, transit signal priority, intersection/roadway modifications like bus-only lanes, bus stop consolidation and optimization, and other treatments to improve transit speed and reliability. Metro will work in partnership with SDOT to make these improvements, as part of Seattle's Transit-Plus Multimodal Corridor Program. The construction of improvements will be led by the Seattle Department of Transportation (SDOT), and King County Metro will implement any trolley wire modifications that could be needed. The project is expected to be completed in 2024.

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTE 48 TPMC N+S 1139341

## 1. PROJECT SCOPE

Route 48 Transit Plus Multimodal Corridor - This project will design and construct transit speed and reliability improvements along King County Metro Route 48, a bus route operating between the University District and Mt Baker Transit Center, which travels through the Capitol Hill and Central District neighborhoods. The scope of these improvements will include design and construction of transit-priority treatments such as bus lanes, transit signal priority, intersection/roadway modifications like bus-only lanes, bus stop consolidation and optimization, and other treatments to improve transit speed and reliability. Metro will work in partnership with SDOT to make these improvements, as part of Seattle's Transit-Plus Multimodal Corridor Program. The construction of improvements will be led by the Seattle Department of Transportation (SDOT), and King County Metro will implement any trolley wire modifications that could be needed. The project is expected to be completed in 2024.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Buses that operate on roadways in mixed traffic can experience delays due to re-entering traffic flow at bus stops, encountering oncoming traffic on narrow arterial streets, and delays at constrained intersections. Delays become significant when more service hours are needed to maintain the same schedule and service frequency for the route. From 2018 to 2019, the Route 48 experienced an 11% ridership decline despite no changes to the frequency of service. This was most likely caused by increased traffic congestion on the corridor, which has reduced the average travel speed of the route to 10-12 mph during the peak periods. METRO CONNECTS identifies the Route 48 as a future RapidRide line by 2040, highlighting the need for future speed and reliability investment along the corridor.

This project supports King County Metro's core priorities of providing fast and reliable transit service by implementing treatments that will reduce transit delay and increase service reliability for the 5,100 weekday bus riders on the Route 48. The goal of this project is to reduce peak hour bus travel times by 5-10% and improve service reliability. The project will also improve mobility and access to and between key neighborhood destinations, employment centers, educational destinations, and the existing UW and Mt Baker light rail stations and future U-District and Judkins Park stations. As a result of the speed and reliability improvements, transit ridership is also expected to increase.

## 4. PROJECT BENEFITS/OUTCOMES

The goal of this project is to implement speed and reliability improvements that will decrease the Route 48's peak hour transit travel times by 5-10% and improve service reliability. The project will also improve transit mobility between existing (and future) Link light rail stations, major employment centers, and educational destinations. Additionally, transit ridership is expected to increase as a result of this project. Reliable and fast transit trips are important to a variety of aspects of Metro's success, including the following:

•Customer satisfaction and experience: Speed and reliability are major attributes among riders and member communities. Metro's Rider/Non-Rider Survey found that less than half of Metro riders are happy with travel speeds, and the same for on-time performance.
•Cost-savings/efficiency: By allocating more service hours for moving people and less time for getting delayed buses back on schedule, Metro saves operating dollars that can be used for new service (or improve the frequency of existing service)
•Expanding ridership: By bringing passengers to their destinations in less time and on schedule, transit becomes a more attractive replacement for private vehicle use. This would allow Metro to attract new riders.
•Benefit to other modes: Speed and reliability improvements often provide benefits to other modes, including pedestrians, bicyclists, and general purpose traffic by reducing potential safety conflicts and delay at problem locations.
•The environment: Studies have shown that as transit speed and reliability is improved, transit ridership increases. Shifting more trips away from single-occupant vehicles helps to improve air and water quality.

## 5. BUDGET REQUEST BASIS

The requested appropriation will support the final design, implementation, and close-out phases of this project. Projected spending includes fully burdened staff time, construction materials, and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in 2024; budget authority is needed in order to sign consultant and/or construction contracts and move forward with implementation. Total project cost (Estimate at Completion) has remained the same from the prior biennium.

**NARRATIVES** TDC ROUTE 48 TPMC N+S 1139341

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by WSDOT NL3 grant funds ($3M), which are at risk of being cut by WSDOT due to the recent passage of I-976 (2019) and the COVID-19 crisis, which is impacting state tax revenues that are used to fund the NL3 program.

## 7. OPERATING BUDGET AND OTHER IMPACTS

To be determined -transit signal priority (TSP) technology deployment will require ongoing operation and maintenance - this effort may be part of ongoing TSP O&M for all corridors including RapidRide program. The level of effort will be depending on the number of TSP installation and type of technology selected for deployment.

Transit-priority improvements implemented should reduce the number of service hours needed to operate the Route48 at it's current service frequency. However, these service hour savings would either be re-invested into the Route48 to increase frequency (or span of service) or allocated to other routes in the system.

## 8. PROJECT STATUS

In 2020, SDOT staff have hired a consultant to perform a planning study of the route and to identify potential transit-priority concepts. The goal is to conduct initial analysis and design (up to 10%) to provide information in a PSRC grant application by June 2020. The project will then be placed on hold pending successful grant funding application by the City.

## 9. ALTERNATIVES ANALYSIS

The alternatives analysis for this project was led by SDOT with input from King County Metro Transit staff. Potential corridor improvement concepts for the Route 48 were developed based upon existing transit speed and reliability data gathered by Metro, prior concepts that had been studied, and concept ideas that were identified by Metro staff. There are five categories of criteria used to screen and evaluate the potential corridor concepts: transit, safety, access, community, and project implementation. Each category includes multiple screening and evaluation measures.

## 10. OTHER AGENCY INVOLVEMENT

The City of Seattle has led the planning effort (with support from Metro staff) and will also lead the design and construction of this project (once additional grant funding is secured by the City). Metro will contribute funding towards the design and construction of the improvements, including overhead contact system (OCS) improvements.

## 11. ART ELIGIBILITY

Not Art Eligible, roads, airport runways, sewers and solid waste landfills

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The Route 48 serves several Seattle neighborhoods that have historically been underserved by the transportation system and have a high proportion of vulnerable populations. Within 1/4 mile of the route (typical walkshed for access to bus service), approximately 21 percent of households don't have access to a vehicle, 17 percent are in poverty, 7 percent are of limited English-speaking ability, and 16 to 25 percent rely on taking the bus to work (2017 ACS data). Making transit-priority investments in the corridor through this project will be in alignment with the principles in the Mobility Framework, since they will be focused in areas of greatest need.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Increasing transit ridership is one of Metro's primary goals in the Strategic Climate Action Plan (SCAP). Specifically, Metro intends to double transit ridership system wide by 2040. Studies have shown that as transit speed and reliability is improved, transit ridership increases. Shifting more trips away from single-occupant vehicles helps to improve air and water quality. This project would support the ridership goal of the SCAP by implementing transit-priority measures that would help increase ridership, thereby reducing vehicle emissions by transferring trips to a more environmentally-efficient mode.

Metro also has a separate project to electrify the Route 48 (#1134287) that will enhance the environmental effectiveness of this project by converting the route from it's current use of diesel-hybrid buses to electric trolley buses, which are a zero-emissions fleet technology.

All Metro owned trolley improvements will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion.

**NARRATIVES** TDC ROUTE 48 TPMC N+S 1139341

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The implementation of transit priority investments relies on a city's availability to develop and approve design plans, install equipment, and perform construction. On occasion, a city cannot implement the project within the given timeframe because of their project prioritization.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SGR UNFORESEEN 2023-24 — 1139342

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/31/23 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/01/23 - 07/29/23 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 07/30/23 - 12/26/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/30/23 - 10/21/24 | $0 | $0 | $1,000,000 | $0 | $1,000,000 |
| **5 Closeout** 10/22/24 - 12/20/24 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/23 - 04/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,000,000** | **$0** | **$1,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,000,000 | $0 | $1,000,000 |
| **Total Revenue** | **$0** | **$1,000,000** | **$0** | **$1,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SGR UNFORESEEN 2023-24 1139342

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $1,000,000 | $0 | $1,000,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,000,000** | **$0** | **$1,000,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,000,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SGR UNFORESEEN 2023-24 1139342

## Current Scope

Unforeseen State of Good Repair - This project provides for design work to repair or replace unforeseen damage or failures of Transit's assets such as facilities and infrastructure. This project is for staff and consultant resources as needed to determine the criticality of taking action to fix an issue with an asset within the current biennium. Further, the project funding is available to explore alternative solutions to address the repair or replacement of the facility or infrastructure component and begin implementing the fix until budget action can be taken to obtain appropriation to finish the work.

# Capital Appropriation Proposal



**NARRATIVES** TDC SGR UNFORESEEN 2023-24 1139342

## 1. PROJECT SCOPE

Unforeseen State of Good Repair - This project provides for design work to repair or replace unforeseen damage or failures of Transit's assets such as facilities and infrastructure. This project is for staff and consultant resources as needed to determine the criticality of taking action to fix an issue with an asset within the current biennium. Further, the project funding is available to explore alternative solutions to address the repair or replacement of the facility or infrastructure component and begin implementing the fix until budget action can be taken to obtain appropriation to finish the work.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Metro Transit's facilities and vehicle infrastructure must be kept in good working order and are critical to efficient and safe operation of bus service and other Metro activities. Metro Transit performs "state of the practice" asset management under the Transit Asset Management Program (TAMP). This involves inspection and monitoring the condition of all Metro's assets, inventorying the remaining useful life of all assets and planning for timely replacement. The planned replacement of assets is included in Metro Transit's Capital Improvement Program in a category or program of projects known as State of Good Repair (SGR). With Metro Transit's large and complex portfolio of assets, despite diligent and effect asset management practices, facility and infrastructure components can fail prematurely and need a capital repair or replacement before it is planned. This project provides funding to allow for prompt investigation and early design work for such situations and ensure that critical asset issues are kept in good working order.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

This is a new routine Capital Project request for 2023 - 2024.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This project is included in the capital improvement program to respond to emergent and unforeseen needs to repair or replace Metro Transit assets. If no situations arise, the project funds will not be used.

## 9. ALTERNATIVES ANALYSIS

Alternative solutions will be explored on a project by project basis, when and if the need arises.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC SGR UNFORESEEN 2023-24 1139342

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SGR UNFORESEEN 2025-26 — 1139343

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 03/31/25 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/01/25 - 07/29/25 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 07/30/25 - 12/26/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 07/30/25 - 10/22/26 | $0 | $0 | $0 | $1,000,000 | $1,000,000 |
| **5 Closeout** 10/23/26 - 12/21/26 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$1,000,000** | **$1,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $1,000,000 | $1,000,000 |
| **Total Revenue** | **$0** | **$0** | **$1,000,000** | **$1,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SGR UNFORESEEN 2025-26 1139343

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $1,000,000 | $1,000,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$1,000,000** | **$1,000,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,000,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SGR UNFORESEEN 2025-26 1139343

## Current Scope

Unforeseen State of Good Repair - This project provides for design work to repair or replace unforeseen damage or failures of Transit's assets such as facilities and infrastructure. This project is for staff and consultant resources as needed to determine the criticality of taking action to fix an issue with an asset within the current biennium. Further, the project funding is available to explore alternative solutions to address the repair or replacement of the facility or infrastructure component and begin implementing the fix until budget action can be taken to obtain appropriation to finish the work.

# Capital Appropriation Proposal



**NARRATIVES** TDC SGR UNFORESEEN 2025-26 1139343

## 1. PROJECT SCOPE

Unforeseen State of Good Repair - This project provides for design work to repair or replace unforeseen damage or failures of Transit's assets such as facilities and infrastructure. This project is for staff and consultant resources as needed to determine the criticality of taking action to fix an issue with an asset within the current biennium. Further, the project funding is available to explore alternative solutions to address the repair or replacement of the facility or infrastructure component and begin implementing the fix until budget action can be taken to obtain appropriation to finish the work.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Metro Transit's facilities and vehicle infrastructure must be kept in good working order and are critical to efficient and safe operation of bus service and other Metro activities. Metro Transit performs "state of the practice" asset management under the Transit Asset Management Program (TAMP). This involves inspection and monitoring the condition of all Metro's assets, inventorying the remaining useful life of all assets and planning for timely replacement. The planned replacement of assets is included in Metro Transit's Capital Improvement Program in a category or program of projects known as State of Good Repair (SGR). With Metro Transit's large and complex portfolio of assets, despite diligent and effect asset management practices, facility and infrastructure components can fail prematurely and need a capital repair or replacement before it is planned. This project provides funding to allow for prompt investigation and early design work for such situations and ensure that critical asset issues are kept in good working order.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

This is a new routine Capital Project request for 2025 - 2026.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This project is included in the capital improvement program to respond to emergent and unforeseen needs to repair or replace Metro Transit assets. If no situations arise, the project funds will not be used.

## 9. ALTERNATIVES ANALYSIS

Alternative solutions will be explored on a project by project basis, when and if the need arises.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC SGR UNFORESEEN 2025-26 1139343

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTE 40 TPMC N+S 1139344

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 4 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 03/30/20 | $0 | $21,483 | $0 | $0 | $21,483 |
| **2 Preliminary Design** 03/31/20 - 09/30/20 | $0 | $141,733 | $0 | $0 | $141,733 |
| **3 Final Design** 09/01/20 - 05/13/23 | $0 | $867,878 | $0 | $0 | $867,878 |
| **4 Implementation** 09/01/23 - 12/03/24 | $0 | $0 | $1,963,746 | $0 | $1,963,746 |
| **5 Closeout** 12/04/24 - 02/01/25 | $0 | $0 | $34,594 | $0 | $34,594 |
| **6 Acquisition** 01/01/20 - 01/01/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,031,094** | **$1,998,341** | **$0** | **$3,029,434** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $331,094 | $33,341 | $0 | $364,434 |
| **33436 - WA ST DEPT TRANSPORTATION** | $700,000 | $1,965,000 | $0 | $2,665,000 |
| **Total Revenue** | **$1,031,094** | **$1,998,341** | **$0** | **$3,029,434** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTE 40 TPMC N+S 1139344

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $21,483 | $0 | $0 | $0 | $21,483 |
| 2 Prelim Design | $0 | $141,733 | $0 | $0 | $0 | $141,733 |
| 3 Final Design | $0 | $104,588 | $641,870 | $121,420 | $0 | $867,878 |
| 4 Implementation | $0 | $0 | $0 | $1,963,746 | $0 | $1,963,746 |
| 5 Closeout | $0 | $0 | $0 | $15,873 | $18,721 | $34,594 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$267,804** | **$641,870** | **$2,101,040** | **$18,721** | **$3,029,434** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $21,483 | $0 | $0 | $21,483 |
| 2 Preliminary Design | $0 | $141,733 | $0 | $0 | $141,733 |
| 3 Final Design | $0 | $867,878 | $0 | $0 | $104,588 |
| 4 Implementation | $0 | $1,963,746 | $0 | $0 | $0 |
| 5 Closeout | $0 | $34,594 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,029,434** | **$0** | **$0** | **$267,804** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($21,483) | $21,483 | $0 | $0 |
| 2 Preliminary Design | ($141,733) | $141,733 | $0 | $0 |
| 3 Final Design | ($104,588) | $867,878 | $641,870 | $121,420 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($267,804)** | **$1,031,094** | **$641,870** | **$121,420** |

**NARRATIVES** TDC ROUTE 40 TPMC N+S 1139344

## Current Scope

Route 40 Transit Plus Multimodal Corridor - This project will design and construct transit speed and reliability improvements along King County Metro Route 40. The City of Seattle Department of Transportation (SDOT) will lead planning, design, and construction of transit speed and reliability improvements along the Route 40 corridor, as part of Seattle's Transit-Plus Multimodal Corridor Program. The project is expected to be completed in 2024. The project's scope includes planning, designing, and constructing transit speed and reliability treatments such as bus lanes, signal timing optimization, intersection/roadway modifications, pedestrian safety improvements, bus stop consolidation and optimization, and other treatments to improve transit speed and reliability.

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTE 40 TPMC N+S 1139344

## 1. PROJECT SCOPE

Route 40 Transit Plus Multimodal Corridor - This project will design and construct transit speed and reliability improvements along King County Metro Route 40. The City of Seattle Department of Transportation (SDOT) will lead planning, design, and construction of transit speed and reliability improvements along the Route 40 corridor, as part of Seattle's Transit-Plus Multimodal Corridor Program. The project is expected to be completed in 2024. The project's scope includes planning, designing, and constructing transit speed and reliability treatments such as bus lanes, signal timing optimization, intersection/roadway modifications, pedestrian safety improvements, bus stop consolidation and optimization, and other treatments to improve transit speed and reliability.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The project supports METRO CONNECTS visions to provide fast and reliable transit service by investing in transit speed and reliability improvements that reduce bus travel times. The goal of this project is to implement speed and reliability improvements that reduce peak hour bus travel times by 5-10% and provide improved service reliability. The project will also improve mobility and access to and between key neighborhood destinations, major employment centers, and the future Northgate Link light rail station. This project also supports Metro's four pillars including strengthening partnerships with local jurisdictions and increasing Metro's capacity to deliver through partner projects.

## 4. PROJECT BENEFITS/OUTCOMES

The goal of this project is to implement speed and reliability improvements that will decrease the Route 40's peak hour transit travel times by 5-10% and improve service reliability. The project will also improve transit mobility between Link light rail stations, major employment centers, and educational destinations. Additionally, transit ridership and customer satisfaction are expected to increase as a result of this project.

## 5. BUDGET REQUEST BASIS

The requested appropriation will support the final design, implementation, and close-out phases of this project. Projected spending includes fully burdened staff time, construction materials, and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in 2024. Total project cost (Estimate at Completion) remains unchanged from the prior biennium.

## 6. FUNDING AND REVENUE DISCUSSION

The total project EAC is funded by WSDOT NL3 grant funds ($3M), which are at risk of being cut by WSDOT due to the recent passage of I-976 (2019) and the COVID-19 crisis, which is impacting state tax revenues that are used to fund the NL3 program. In addition to WSDOT funding, local funds are needed to cover expenses not eligible for reimbursement per WSDOT requirements.

## 7. OPERATING BUDGET AND OTHER IMPACTS

To be determined. Transit signal priority (TSP) technology deployment will require ongoing operation and maintenance - this effort may be part of ongoing TSP O&M for all corridors including the RapidRide program. The level of effort will be dependent on the number of TSP installation and type of technology selected for deployment. Bus stops O&M is already ongoing for existing bus stop locations.

## 8. PROJECT STATUS

This project is currently in the planning phase. In 2020, SDOT staff hired a consultant to perform a planning study of the route and to identify potential transit-priority concepts. The goal is to conduct initial analysis and design (up to 10%) to provide information in a PSRC grant application by August 2020. Design of this project beyond 30% will then be placed on hold pending successful FTA grant funding application by the City.

**NARRATIVES** TDC ROUTE 40 TPMC N+S 1139344

## 9. ALTERNATIVES ANALYSIS

The alternatives analysis for this project will be led by SDOT with input from King County Metro Transit staff. Potential corridor improvement concepts for the Route 40 will be developed based upon existing transit speed and reliability data gathered by Metro, prior concepts that have been studied, community input, and concept ideas that were identified by Metro and SDOT staff. There are five categories of criteria used to screen and evaluate the potential corridor concepts: transit, safety, access, community, and ease of project implementation. Each category includes multiple screening and evaluation measures. This corridor will undergo a planning effort which will include the studying of alternatives to determine the optimal investments along the corridor and community outreach. The alternatives analysis and preferred concepts are expected to be complete by August 2020.

## 10. OTHER AGENCY INVOLVEMENT

The City of Seattle Department of Transportation (SDOT) has led the planning effort with support from Metro staff. SDOT will also lead the design and construction of this project. Metro will contribute funding towards the design and construction of the improvements.

## 11. ART ELIGIBILITY

Not Art Eligible, roads, airport runways, sewers and solid waste landfills

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will improve transit speed and reliability for more than 13,000 average weekday riders of the Route 40. Within one half mile from the Route 40 corridor, approximately 19 percent are non-white, 16 percent speak a language other than English at home, 8 percent of households are in poverty, and 9% of households do not have access to a vehicle.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Increasing transit ridership is one of Metro's primary goals in the Strategic Climate Action Plan (SCAP). Studies have shown that as transit speed and reliability is improved, transit ridership increases. Shifting more trips away from single-occupant vehicles helps to improve air and water quality. This project would support the ridership goal of the SCAP by implementing transit-priority measures that would help increase ridership, thereby reducing vehicle emissions by transferring trips to a more environmentally efficient mode.

King County Metro will encourage partner agencies to follow green building design standards for speed and reliability improvement projects.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by providing fast, reliable, integrated mobility services and priority action GHG 2.5.1 Develop corridor prioritization to invest in areas with greatest needs. Partner with local jurisdictions to develop plans for transit corridors that provide safe and reliable transit services.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The implementation of transit speed and reliability investments relies on the City of Seattle's ability to fund and review plans, install equipment, and perform construction. On occasion, a city cannot implement the project within the given timeframe because of their project prioritization.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

This project will include transit signal priorities installation at selected signalized intersections, it will utilize Next gen Wireless and Nextgen TSP. No new IT technology is needed to complete this project.

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTE 40 TPMC N+S 1139344

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE PAV REPAIR 2023-24 — 1139345

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/31/23 | $0 | $0 | $22,304 | $0 | $22,304 |
| **2 Preliminary Design** 04/01/23 - 06/29/23 | $0 | $0 | $19,413 | $0 | $19,413 |
| **3 Final Design** 06/30/23 - 11/26/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 06/30/23 - 10/01/24 | $0 | $0 | $3,599,919 | $0 | $3,599,919 |
| **5 Closeout** 10/02/24 - 12/30/24 | $0 | $0 | $25,658 | $0 | $25,658 |
| **6 Acquisition** 04/01/23 - 04/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$3,667,294** | **$0** | **$3,667,294** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $3,667,294 | $0 | $3,667,294 |
| **Total Revenue** | **$0** | **$3,667,294** | **$0** | **$3,667,294** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE PAV REPAIR 2023-24 1139345

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $22,304 | $0 | $22,304 |
| 2 Prelim Design | $0 | $0 | $0 | $19,413 | $0 | $19,413 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $3,599,919 | $0 | $3,599,919 |
| 5 Closeout | $0 | $0 | $0 | $25,658 | $0 | $25,658 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$3,667,294** | **$0** | **$3,667,294** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $22,304 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $19,413 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,599,919 | $0 | $0 | $0 |
| 5 Closeout | $0 | $25,658 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,667,294** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC ROUTINE PAV REPAIR 2023-24 1139345

## Current Scope

Routine Paving Repair 2023 to 2024 - This project includes the repair and replacement of asphalt and concrete paving at Metro transit facilities including bases and park & rides.

## 1. PROJECT SCOPE

Routine Paving Repair 2023 to 2024 - This project includes the repair and replacement of asphalt and concrete paving at Metro transit facilities including bases and park & rides.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE PAV REPAIR 2023-24 1139345

## 3. PROJECT JUSTIFICATION

This program supports Transit strategy to maintain our system in a state of good repair and to support efficient and effective service delivery. Routine paving repair needs are ongoing, and this project supports those needs to keep the system in a State of Good Repair (SGR). SGR is the principle underlying Transit's asset management plan; to keep assets in good, safe conditions through timely maintenance and repair, and to reinvest assets when conditions and/or age affect its performance reliability. Routine paving assets are defined as assets that support operational bases, transit centers and Park and Ride facilities, and other routine surface repairs excluding buildings. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County. Failure to maintain pavement, specifically, increases maintenance cost with vehicles that traverse damaged pavement sections. It may also lead to potential trip hazards and safety risk.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

This budget request is based on recent inspections of the facilities and scheduled repairs and maintenance in accordance with programmatic life cycle schedules. The dollar amount is derived from comparison with previous years repairs, and current on call contract unit prices. Funding in 2023 -2024 is expected to include the completion of all works indicated in the scope of work for this biennium, from planning through implementation and close out.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Routine paving repair and maintenance extends the useful life of paving assets and defers major capital replacement.

## 8. PROJECT STATUS

This is a revised Routine Capital Project request.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The smaller contracts used to complete these projects will allow smaller contractors and firms to be more competitive and create growth opportunities, in alignment with Goal 2 of King County ESJ Strategic Plans, Policies, and Budgets (Policy guidance incorporates the ESJ Shared Values into analysis and decision-making for operations and service delivery) and Goal 2 Community Partnerships (Expand and promote diversity among applicant pool by creating pro-equity contracting processes that are visible and accessible to contractors of varied size and capacities, consistent with state and federal law).

**NARRATIVES** TDC ROUTINE PAV REPAIR 2023-24 1139345

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Possible strategies identified for this project include recycled base course, recycled concrete in the mix (concrete), RAS mix (Recycled Asphalt shingles), and recycled steel reinforcement.

Priority for this project to advance these 2020 SCAP goals:
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Material choices such as Asphalt versus Concrete have been investigated to reduce the overall lifecycle costs and minimize disruptions to operations.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTE 44 TPMC N+S 1139346

Baseline Required

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 4 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 01/30/20 | $0 | $21,483 | $0 | $0 | $21,483 |
| **2 Preliminary Design** 01/31/20 - 07/28/20 | $0 | $125,899 | $0 | $0 | $125,899 |
| **3 Final Design** 05/14/20 - 08/30/21 | $0 | $963,574 | $0 | $0 | $963,574 |
| **4 Implementation** 11/28/21 - 05/01/23 | $0 | $1,938,686 | $0 | $0 | $1,938,686 |
| **5 Closeout** 05/02/23 - 06/30/23 | $0 | $21,961 | $0 | $0 | $21,961 |
| **6 Acquisition** 01/01/20 - 01/01/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$3,071,602** | **$0** | **$0** | **$3,071,602** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $971,602 | $0 | $0 | $971,602 |
| **33436 - WA ST DEPT TRANSPORTATION** | $2,100,000 | $0 | $0 | $2,100,000 |
| **Total Revenue** | **$3,071,602** | **$0** | **$0** | **$3,071,602** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTE 44 TPMC N+S 1139346

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $21,483 | $0 | $0 | $0 | $21,483 |
| 2 Prelim Design | $0 | $125,899 | $0 | $0 | $0 | $125,899 |
| 3 Final Design | $0 | $467,555 | $496,019 | $0 | $0 | $963,574 |
| 4 Implementation | $0 | $0 | $1,296,321 | $642,365 | $0 | $1,938,686 |
| 5 Closeout | $0 | $0 | $0 | $21,961 | $0 | $21,961 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$614,936** | **$1,792,341** | **$664,325** | **$0** | **$3,071,602** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $21,483 | $0 | $0 | $21,483 |
| 2 Preliminary Design | $0 | $125,899 | $0 | $0 | $125,899 |
| 3 Final Design | $0 | $963,574 | $0 | $0 | $467,555 |
| 4 Implementation | $0 | $1,938,686 | $0 | $0 | $0 |
| 5 Closeout | $0 | $21,961 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,071,602** | **$0** | **$0** | **$614,937** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($21,483) | $21,483 | $0 | $0 |
| 2 Preliminary Design | ($125,899) | $125,899 | $0 | $0 |
| 3 Final Design | ($467,555) | $963,574 | $496,019 | $0 |
| 4 Implementation | $0 | $1,938,686 | $1,296,321 | $642,365 |
| 5 Closeout | $0 | $21,961 | $0 | $21,961 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($614,937)** | **$3,071,603** | **$1,792,340** | **$664,326** |

**NARRATIVES** TDC ROUTE 44 TPMC N+S 1139346

## Current Scope

Route 44 Transit Plus Multimodal Corridor - This project will design and construct transit speed and reliability improvements along King County Metro Route 44, an electric trolley bus route operating in Seattle. The City of Seattle Department of Transportation (SDOT) will lead planning, design, and construction of transit speed and reliability improvements along the Route 44 corridor, as part of Seattle's Transit-Plus Multimodal Corridor Program. The project is expected to be completed in 2023. The scope of these improvements will include design and construction of treatments such as bus lanes, signal timing optimization, intersection/roadway modifications, pedestrian safety improvements, bus stop consolidation and optimization, trolleybus wire modifications, and other treatments to improve transit speed and reliability.

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTE 44 TPMC N+S 1139346

## 1. PROJECT SCOPE

Route 44 Transit Plus Multimodal Corridor - This project will design and construct transit speed and reliability improvements along King County Metro Route 44, an electric trolley bus route operating in Seattle. The City of Seattle Department of Transportation (SDOT) will lead planning, design, and construction of transit speed and reliability improvements along the Route 44 corridor, as part of Seattle's Transit-Plus Multimodal Corridor Program. The project is expected to be completed in 2023. The scope of these improvements will include design and construction of treatments such as bus lanes, signal timing optimization, intersection/roadway modifications, pedestrian safety improvements, bus stop consolidation and optimization, trolleybus wire modifications, and other treatments to improve transit speed and reliability.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project supports the METRO CONNECTS vision to provide fast and reliable transit service by implementing transit speed and reliability treatments to reduce bus travel times. The goal of this project is to implement speed and reliability improvements that reduce peak hour bus travel times by 5-10% and improve service reliability. The project will also improve mobility and access to and between key neighborhood destinations, employment centers, educational destinations, and the University of Washington Link Light Rail Station and future U District Link light rail station (opening 2021). This project also supports Metro's four pillars through strengthening partnership with local jurisdictions and increasing Metro's capacity to deliver through partner projects.

## 4. PROJECT BENEFITS/OUTCOMES

The goal of this project is to implement speed and reliability improvements that will decrease the Route 44's peak hour transit travel times by 5-10% and improve service reliability. The project will also improve transit mobility between Link light rail stations, major employment centers, and educational destinations. Additionally, transit ridership and customer satisfaction are expected to increase as a result of this project.

## 5. BUDGET REQUEST BASIS

This requested appropriation will support the final design, implementation, and close-out phases of this project, including design and implementation of trolley wire modifications to support the project. Metro had previously been issued a $3M WSDOT NL3 grant fund for the project. Projected spending includes fully burdened staff time, construction materials, and project contingency. The budget requested is necessary to cover total project costs through the anticipated completion date in 2024; budget authority is needed in order to sign consultant and/or construction contracts and move forward with implementation. Total project cost (Estimate at Completion) remains unchanged from the prior biennium.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by WSDOT NL3 grant funds ($3M), which are at risk of being cut by WSDOT due to the recent passage of I-976 (2019) and the COVID-19 crisis, which is impacting state tax revenues that are used to fund the NL3 program.

## 7. OPERATING BUDGET AND OTHER IMPACTS

To be determined. Transit signal priority (TSP) technology deployment will require ongoing operation and maintenance - this effort may be part of ongoing TSP O&M for all corridors. The level of effort will depend on the number of TSP installations and type of technology selected for deployment. Bus stop O&M is already ongoing for existing bus stop locations.

## 8. PROJECT STATUS

In 2020, SDOT staff hired a consultant to perform a planning study of Route 44, including an alternatives analysis and 30% design. The planning phase and alternatives analysis are complete. Design activities up to 30% have begun.

**NARRATIVES** TDC ROUTE 44 TPMC N+S 1139346

## 9. ALTERNATIVES ANALYSIS

The alternatives analysis for this project was led by SDOT with input from King County Metro Transit staff. Potential corridor improvement concepts for the Route 44 were developed based upon existing transit speed and reliability data gathered, input from Metro and SDOT staff. Potential corridor improvement concepts were screened and evaluated using the following categories: transit, safety, access, community, and ease of project implementation.

## 10. OTHER AGENCY INVOLVEMENT

The City of Seattle has led the planning effort with support from Metro staff. The City will lead the design and construction of this project. Metro will contribute funding towards the design and construction of the improvements, including overhead contact system (OCS) improvements.

## 11. ART ELIGIBILITY

Not Art Eligible, roads, airport runways, sewers and solid waste landfills

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will improve transit speed and reliability for the over 9,000 average weekday riders of Route 44. Within 1/4 mile of the Route 44 (the typical walkshed for access to bus service), approximately 21 percent of households do not have access to a vehicle, 19 percent are in poverty, 6 percent are of limited English-speaking ability, and 7 percent live with a disability.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Increasing transit ridership is one of Metro's primary goals in the Strategic Climate Action Plan (SCAP). Specifically, Metro intends to double transit ridership system wide by 2040. Studies have shown that as transit speed and reliability is improved, transit ridership increases. Shifting more trips away from single-occupant vehicles helps to improve air and water quality. This project would support the ridership goal of the SCAP by implementing transit-priority measures that would help increase ridership, thereby reducing vehicle emissions by transferring trips to a more environmentally efficient mode. Additionally, the Route44 is an electric trolley bus route, which uses a zero-emissions fleet technology.

King County Metro will encourage partner agencies to follow green building design standards for speed and reliability improvement projects.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by providing fast, reliable, integrated mobility services and priority action GHG 2.5.1 Develop corridor prioritization to invest in areas with greatest needs. Partner with local jurisdictions to develop plans for transit corridors that provide safe and reliable transit services.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The implementation of transit priority investments relies on the City of Seattle's availability to develop and approve design plans, install equipment, and perform construction. On occasion, the City cannot implement the project within the given timeframe because of their project prioritization.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC ROUTE 44 TPMC N+S 1139346

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE PAV REPAIR 2025-26 — 1139347

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 03/31/25 | $0 | $0 | $0 | $17,494 | $17,494 |
| **2 Preliminary Design** 04/01/25 - 06/29/25 | $0 | $0 | $0 | $17,494 | $17,494 |
| **3 Final Design** 06/30/25 - 11/26/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 06/30/25 - 10/02/26 | $0 | $0 | $0 | $766,680 | $766,680 |
| **5 Closeout** 10/03/26 - 12/31/26 | $0 | $0 | $0 | $27,327 | $27,327 |
| **6 Acquisition** 04/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$828,995** | **$828,995** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $828,995 | $828,995 |
| **Total Revenue** | **$0** | **$0** | **$828,995** | **$828,995** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE PAV REPAIR 2025-26 1139347

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $17,494 | $17,494 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $17,494 | $17,494 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $766,680 | $766,680 |
| 5 Closeout | $0 | $0 | $0 | $0 | $27,327 | $27,327 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$828,995** | **$828,995** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $17,494 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $17,494 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $766,680 | $0 | $0 | $0 |
| 5 Closeout | $0 | $27,327 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$828,995** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC ROUTINE PAV REPAIR 2025-26 1139347

## Current Scope

Routine Paving Repair 2025 to 2026 - This project includes the repair and replacement of asphalt and concrete paving at Metro transit facilities including bases and park & rides.

## 1. PROJECT SCOPE

Routine Paving Repair 2025 to 2026 - This project includes the repair and replacement of asphalt and concrete paving at Metro transit facilities including bases and park & rides.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE PAV REPAIR 2025-26 1139347

## 3. PROJECT JUSTIFICATION

This program supports Transit strategy to maintain our system in a state of good repair and to support efficient and effective service delivery. Routine paving repair needs are ongoing, and this project supports those needs to keep the system in a State of Good Repair (SGR). SGR is the principle underlying Transit's asset management plan; to keep assets in good, safe conditions through timely maintenance and repair, and to reinvest assets when conditions and/or age affect its performance reliability. Routine paving assets are defined as assets that support operational bases, transit centers and Park and Ride facilities, and other routine surface repairs excluding buildings. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County. Failure to maintain pavement, specifically, increases maintenance cost with vehicles that traverse damaged pavement sections. It may also lead to potential trip hazards and safety risk.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

This budget request is based on recent inspections of the facilities and scheduled repairs and maintenance in accordance with programmatic life cycle schedules. The dollar amount is derived from comparison with previous years repairs and current on call contract unit prices. Funding in 2025 -2026 is expected to include the completion of all works indicated in the scope of work for this biennium, from planning through implementation and close out.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Routine paving repair and maintenance extends the useful life of paving assets and defers major capital replacement.

## 8. PROJECT STATUS

This is a revised Routine Capital Project request.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The smaller contracts used to complete these projects will allow smaller contractors and firms to be more competitive and create growth opportunities, in alignment with Goal 2 of King County ESJ Strategic Plans, Policies, and Budgets (Policy guidance incorporates the ESJ Shared Values into analysis and decision-making for operations and service delivery) and Goal 2 Community Partnerships (Expand and promote diversity among applicant pool by creating pro-equity contracting processes that are visible and accessible to contractors of varied size and capacities, consistent with state and federal law).

**NARRATIVES** TDC ROUTINE PAV REPAIR 2025-26 1139347

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Possible strategies identified for this project include recycled base course, recycled concrete in the mix (concrete), RAS mix (Recycled Asphalt shingles), and recycled steel reinforcement.

Priority for this project to advance these 2020 SCAP goals:
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Material choices such as Asphalt versus Concrete have been investigated to reduce the overall lifecycle costs and minimize disruptions to operations.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC S&R FOR SVC RESTRUCTURE 1139348

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2030 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 12/31/30 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/21 - 12/31/30 | $0 | $3,566,688 | $0 | $0 | $3,566,688 |
| **3 Final Design** 01/01/21 - 12/31/30 | $0 | $2,484,573 | $0 | $0 | $2,484,573 |
| **4 Implementation** 01/01/21 - 12/31/30 | $0 | $4,174,850 | $0 | $0 | $4,174,850 |
| **5 Closeout** 01/01/21 - 12/31/30 | $0 | $24,613 | $0 | $0 | $24,613 |
| **6 Acquisition** 01/01/21 - 03/31/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$10,250,724** | **$0** | **$0** | **$10,250,724** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $10,250,724 | $0 | $0 | $10,250,724 |
| **Total Revenue** | **$10,250,724** | **$0** | **$0** | **$10,250,724** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC S&R FOR SVC RESTRUCTURE 1139348

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $847,833 | $620,538 | $657,900 | $2,126,272 |
| 3 Final Design | $0 | $0 | $442,775 | $465,919 | $494,155 | $1,402,848 |
| 4 Implementation | $0 | $0 | $1,451,522 | $1,164,749 | $710,863 | $3,327,135 |
| 5 Closeout | $0 | $0 | $4,396 | $4,613 | $4,892 | $13,900 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,746,526** | **$2,255,819** | **$1,867,810** | **$6,870,155** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $3,566,688 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,484,573 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,174,850 | $0 | $0 | $0 |
| 5 Closeout | $0 | $24,613 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$10,250,724** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $3,566,688 | $847,833 | $2,718,855 |
| 3 Final Design | $0 | $2,484,573 | $442,775 | $2,041,799 |
| 4 Implementation | $0 | $4,174,850 | $1,451,522 | $2,723,328 |
| 5 Closeout | $0 | $24,613 | $4,396 | $20,217 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$10,250,724** | **$2,746,526** | **$7,504,199** |

**NARRATIVES** TDC S&R FOR SVC RESTRUCTURE 1139348

## Current Scope

Speed and Reliability for Service Restructure - This project supports implementation of speed and reliability spot improvements to support Metro's Mobility Plans (service restructure) and the Need + Speed Initiative. In 2021-2022, the project will focus on projects related to RKAAMP (September 2020), North Link Mobility Connections (March 2021), and East Link Mobility Projects (September 2023). The project also holds funding for future mobility plans beyond 2023. Small and low-cost projects typically involve implementing spot improvements at chokepoints where buses experience blockages or delays approaching intersections or merging back into traffic after serving a bus stop. Medium-cost projects include improvements like transit priority treatments for a portion of a high ridership route corridor, such as bus lanes along an arterial shared by several different routes, or re-timing traffic signals along a corridor. High-cost projects can be a variety of speed and reliability improvements along the entire length of a route corridor, such as transit signal priority and other major infrastructure improvements such as a lane widening project.

# Capital Appropriation Proposal



**NARRATIVES** TDC S&R FOR SVC RESTRUCTURE 1139348

## 1. PROJECT SCOPE

Speed and Reliability for Service Restructure - This project supports implementation of speed and reliability spot improvements to support Metro's Mobility Plans (service restructure) and the Need + Speed Initiative. In 2021-2022, the project will focus on projects related to RKAAMP (September 2020), North Link Mobility Connections (March 2021), and East Link Mobility Projects (September 2023). The project also holds funding for future mobility plans beyond 2023. Small and low-cost projects typically involve implementing spot improvements at chokepoints where buses experience blockages or delays approaching intersections or merging back into traffic after serving a bus stop. Medium-cost projects include improvements like transit priority treatments for a portion of a high ridership route corridor, such as bus lanes along an arterial shared by several different routes, or re-timing traffic signals along a corridor. High-cost projects can be a variety of speed and reliability improvements along the entire length of a route corridor, such as transit signal priority and other major infrastructure improvements such as a lane widening project.

## 2. PROGRAMMATIC PROJECT DISCUSSION

This Projects funds three currently-identified mobility projects: RKAAMP, North Link Connection, and East Link Connections, occurring in 2020, 2021, and 2023. Beyond 2023, this project holds funds for future mobility projects related to major service restructures.

## 3. PROJECT JUSTIFICATION

This program supports Transit Strategic Goal 5.1 Service Excellence, Strategy 5.1.3 - "Improve transit speed and reliability by maintaining or improving bus travel times and reliability through capital investments." This program supports future service change efforts by installing improvements to accommodate new bus routing and turns. Targeted implementation of spot improvements in coordination with a service restructure ensures that the new service is reliable and can provide travel speeds competitive with passenger vehicles, which will help attract riders to the new service. The Need + Speed Initiative overall aims to maintain and build ridership.

## 4. PROJECT BENEFITS/OUTCOMES

Benefits and outcomes will vary by individual project. The performance measures of emphasis are travel time, delay at intersections, on-time performance and travel time reliability. Improved speed and reliability both can reduce operating costs. Ridership is closely monitored by Service Planning following a service restructure as a key performance indicator; the speed and reliability improvements will help to improve ridership trends on the new service as it is being monitored.

## 5. BUDGET REQUEST BASIS

A portion of the budget that was previously identified in Project 1028830 (Transit Priority Improvements) in the 2019-2020 biennium is requested to be re-allocated to this project beginning in 2021-2022 to support spot improvement projects that specifically target Mobility Projects. Additional budget is requested to fund identified improvements needed to support the Renton-Kent-Auburn Area Mobility Plan (RKAAMP) and North Link Mobility projects. In the 2021-2022 biennium, planning and design work will begin for the East Link mobility projects.

## 6. FUNDING AND REVENUE DISCUSSION

Projects implemented under this program are funded by local funds only. However, the project may include planning efforts for projects that may later receive grant funding. Once projects receive grant funding, these funds are generally transferred into a new project number.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project implements traffic improvements that reduce transit travel times and increase reliability, which counter-act the effects of increasing traffic congestion that would otherwise increase transit operating costs over time. Improvements implemented in2019 resulted in savings of an estimated $607,000 by avoiding additional annual operating cost in future years. these savings may not have a direct impact to Metro's operating budget, but they avoid the need to add service hours in the future to maintain service levels.

Improvements implemented by this project are generally owned and maintained by the local jurisdiction, so there are no ongoing O&M costs for Metro.

## 8. PROJECT STATUS

RKAAMP projects are currently in design phase.
North Link Mobility projects are currently in pre-design phase.
East Link Mobility and other future projects are currently in planning phase.

**NARRATIVES** TDC S&R FOR SVC RESTRUCTURE 1139348

## 9. ALTERNATIVES ANALYSIS

Alternatives analyses will be conducted on a case by case basis depending on the type of improvement and requirements by local jurisdictions.

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle, City of Shoreline, City of Redmond, City of Renton, City of Kirkland, City of Burien, City of Tukwila, City of Bellevue, City of SeaTac, City of Des Moines, City of Kent, City of Auburn, Washington State Department of Transportation (WSDOT), Sound Transit, Community Transit, and local jurisdictions supporting transit speed and reliability program.

## 11. ART ELIGIBILITY

Not Art Eligible, roads, airport runways, sewers and solid waste landfills

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Providing fast, reliable, integrated mobility services is one of the guiding principles of Metro's Equity and Mobility Framework, and increasing speed and reliability is one of the framework recommendations from the Equity Cabinet. Hot spot improvements respond to both mandates and have both localized and system wide benefits.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by providing fast, reliable, integrated mobility services and priority action GHG 2.5.1 Develop corridor prioritization to invest in areas with greatest needs. Partner with local jurisdictions to develop plans for transit corridors that provide safe and reliable transit services.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Local jurisdictions maintain the ownership and rights of the traffic signal and roadway infrastructure. Any transit priority treatments that may require changes to a city's infrastructure, such as adjusting the signal timing, modifying the traffic signal display, changing the pavement markings, establishing bus lanes, or adding extra fiber cables/signal wiring to the traffic signal system, must be approved by the city. A city must concur on each proposed signal and roadway change before design and construction begins. The project schedule is highly dependent on a city's interest and support of the program. Furthermore, it is important to gain support from neighborhood groups, political representatives, and businesses that may be impacted by the project.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ASSET MGMT SYSTEM REPL 1139349

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/26/2024 |
| **Location** | Metro Transit Department |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/11/21 - 05/10/21 | $0 | $97,812 | $0 | $0 | $97,812 |
| **2 Preliminary Design** 05/11/21 - 12/31/21 | $0 | $403,988 | $0 | $0 | $403,988 |
| **3 Final Design** 01/01/22 - 12/31/22 | $0 | $1,650,435 | $0 | $0 | $1,650,435 |
| **4 Implementation** 01/01/23 - 06/28/24 | $0 | $13,126,111 | $0 | $0 | $13,126,111 |
| **5 Closeout** 06/29/24 - 09/26/24 | $0 | $79,980 | $0 | $0 | $79,980 |
| **6 Acquisition** 05/11/21 - 05/11/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$15,358,326** | **$0** | **$0** | **$15,358,326** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $15,358,326 | $0 | $0 | $15,358,326 |
| **Total Revenue** | **$15,358,326** | **$0** | **$0** | **$15,358,326** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ASSET MGMT SYSTEM REPL 1139349

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $97,812 | $0 | $0 | $97,812 |
| 2 Prelim Design | $0 | $0 | $403,988 | $0 | $0 | $403,988 |
| 3 Final Design | $0 | $0 | $1,650,435 | $0 | $0 | $1,650,435 |
| 4 Implementation | $0 | $0 | $0 | $13,126,111 | $0 | $13,126,111 |
| 5 Closeout | $0 | $0 | $0 | $79,980 | $0 | $79,980 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,152,235** | **$13,206,091** | **$0** | **$15,358,326** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $97,812 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $403,988 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,650,435 | $0 | $0 | $0 |
| 4 Implementation | $0 | $13,126,111 | $0 | $0 | $0 |
| 5 Closeout | $0 | $79,980 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$15,358,326** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $97,812 | $97,812 | $0 |
| 2 Preliminary Design | $0 | $403,988 | $403,988 | $0 |
| 3 Final Design | $0 | $1,650,435 | $1,650,435 | $0 |
| 4 Implementation | $0 | $13,126,111 | $0 | $13,126,111 |
| 5 Closeout | $0 | $79,980 | $0 | $79,980 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$15,358,326** | **$2,152,235** | **$13,206,091** |

**NARRATIVES** TDC ASSET MGMT SYSTEM REPL 1139349

## Current Scope

Asset Management - This project plans, designs, and implements a new enterprise asset management platform to consolidate the major vendor asset management systems in place today into a single, integrated solution. It will also replace a significant number of obsolete, limited-function, siloed asset management applications. The Asset Management project scope will build on the collection of requirements and recommendations by a consultant during 2020. The project will have the following major focuses: 1) Select and procure a single enterprise asset management (EAM) solution, 2) Consolidate the asset management portfolio by ingesting existing data and retiring redundant systems in the portfolio, 3) Deploy mobile devices for use by field technicians, 4) Streamline asset management business work flows across the organization, 5) Integrate purpose built asset management tools into the EAM, and 6) Establish a single system for managing staff time for maintenance activities that integrates with PeopleSoft. The project scope includes performing External QA review.

# Capital Appropriation Proposal



**NARRATIVES** TDC ASSET MGMT SYSTEM REPL 1139349

## 1. PROJECT SCOPE

Asset Management - This project plans, designs, and implements a new enterprise asset management platform to consolidate the major vendor asset management systems in place today into a single, integrated solution. It will also replace a significant number of obsolete, limited-function, siloed asset management applications. The Asset Management project scope will build on the collection of requirements and recommendations by a consultant during 2020. The project will have the following major focuses: 1) Select and procure a single enterprise asset management (EAM) solution, 2) Consolidate the asset management portfolio by ingesting existing data and retiring redundant systems in the portfolio, 3) Deploy mobile devices for use by field technicians, 4) Streamline asset management business work flows across the organization, 5) Integrate purpose built asset management tools into the EAM, and 6) Establish a single system for managing staff time for maintenance activities that integrates with PeopleSoft. The project scope includes performing External QA review.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Metro Transit Division owns over $1.4 billion worth of tangible assets. The asset information currently exists in over 40 separate and independent systems that include: legacy applications, paper-based lists, spreadsheets, and two other large, yet separate, computerized systems. Efforts to track Transit's assets and employee hours are redundant and labor intensive. Asset information is often not compatible to be shared or consumed between the two existing computerized systems.

The Federal Transit Administration (FTA) requires that public transportation agencies manage asset inventory, conditions, a prioritized list of investments, and report annually to the National Transit Database (NTD). Without a modern, centralized solution, the current workflows result in Metro perpetuating risk, resource inefficiencies, budget inefficiencies and reporting errors as we work to complete our requirements. County and Metro policies and strategic objectives include consolidating the IT portfolio and creating efficient systems to manage asset lifecycle, mitigate risks, and maintain high levels of data and system reliability.

## 4. PROJECT BENEFITS/OUTCOMES

Modernizing and consolidating Metro's Asset Management system portfolio will enable Metro to fully realize the benefits of end to end lifecycle management of assets. The main benefits of the project center on leveraging centralized data and staff access to it. A modern, single platform will allow for improved identification, scheduling, and completion of work needed to maintain inventories, assets and tools. Staff will be empowered through the adoption of mobile devices and seeing more comprehensive, up-to-date asset data for the entire agency. Systems will give remote access to asset records, permits, warranty status, service manuals and inventory information. Work process improvements will reduce redundant processing and decrease travel required as more work is identified, performed and documented in the field. For the first time work order assignments and permit requests will be processed entirely digitally. Manager approval and hours worked against assets will be recorded and linked directly with payroll (PeopleSoft).

Metro has over 60 small and 2 large applications used to manage asset lifecycle, cost, and effort. The intent is to consolidate redundant systems or integrate where needed. The multiple disparate systems do not integrate, making agency wide tracking and decision making expensive, time consuming and incomplete. Ongoing costs associated with these technology systems are high, this is especially true for aging applications in out of compliance, unsupported environments, based on limited technology which often translate into expensive labor costs. Each system needs further investments to provide modern, mobile interfaces, and improved integration. An incomplete view of information impedes Metro's progress towards data driven decision making, which can lead to over-budgeting on maintenance or inaccurate forecasting.

## 5. BUDGET REQUEST BASIS

This budget request funds planning and design, with additional outyear requests planned for implementation.

## 6. FUNDING AND REVENUE DISCUSSION

This project will be funded by the Public Transportation Fund, capital sub fund.

# Capital Appropriation Proposal



**NARRATIVES** TDC ASSET MGMT SYSTEM REPL 1139349

## 7. OPERATING BUDGET AND OTHER IMPACTS

To be determined by the asset management platform determined and system consolidation achieved. Mobile device deployment and long-run SaaS licensing expenses may increase overall IT operating budget for the asset management systems. However, the project intends to consolidate asset management systems into a smaller portfolio which will result in lower licensing, hardware, and O&M costs. The project goals are to increase staff efficiency and improved asset levels of service, boosting the agency's reputation.

## 8. PROJECT STATUS

Project is a new proposal and has not started.

## 9. ALTERNATIVES ANALYSIS

The business is presently hiring a consultant to conduct a business analysis of the current asset management portfolio. The artifacts of the work will be business and technical requirements and recommendations for the scope to be addressed by this project. These recommendations will illuminate the solutions to be considered during the planning and design phases of this project.

## 10. OTHER AGENCY INVOLVEMENT

Metro Transit will coordinate with the King County IT and Department of Executive Services Business Resource Center (BRC). KCIT has will be involved with the project team to integrate the new system with external Transit systems and to retire legacy and redundant systems. BRC will be a partner with integrating PeopleSoft.

Sound Transit and the City of Seattle will be important partners for functionality related to permitting work on rail-based assets, which are not King County owned. This capability extends to streamline external requests for trolley power access.

KCIT is also interested in the results of this project as a model to agencies for adopting a county enterprise asset management solution.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

All projects go through Equity Impact Review (EIR) process to determine beginning in planning phase. The project will impact internal service benefits to Metro's management of assets; however, the project will look at how the use of new technology impacts equity.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Future enterprise scalability
CIO is considering the results of this for use in a larger king county capacity – enterprise applicability to other departments.

Risks of not implementing
The risks of not implementing this project would force the County to: 1) continue funding the maintenance of multiple systems, 2) hinder Metro's ability to provide efficient and high quality NTD reporting, 3) impede Metro's progress towards data driven decision making, and 4) resume costly repairs and replacements before/after end of life. Some systems are well beyond obsolete and require rare specialized skills, such as Delphi-software-based applications.

Critical Success Factors:
1.) Use as few systems as possible, use SaaS with minimum customizations.
2.) Integrate with TBIRD and other relevant systems.
3.) Look to see what other Transit agencies are doing and other agencies at the County, incl. Fleet.
4.) Fully remove old asset systems as they are migrated into the proposed solution.
5.) BAP needs to address both operational efficiencies/savings and risk mitigation.
6.) CIO recommends scalability solution for enterprise applicability. Revisit.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

Project supports IT Strategic goals as follows:

Connected Data: Many unsupported, non-compliant, siloed reporting applications will be replaced with an integrated, modern enterprise asset management solution. This will dramatically boost Transit's access to complete, on-time, and actionable data to support improved decision making and drive down costs of owning assets
Connected Government: democratize asset data, using cloud and mobile technology, allowing a wider audience within Transit and King County to access information. This will enable a cross section of Transit staff to identify and drive business improvements through data analysis currently unavailable to most teams through completeness of the data and a modern analytics platform

## 16. PROJECT COMPLEXITY

Medium business complexity due to: 1) the rollout of new tools and technology to a considerable part of business units within Metro Transit and, 2) new roles, responsibilities, and workflows around mobile deployment.
Mitigation: An internal stakeholder group will be formed to collaborate on configuration, testing, change management, and long term operation of the system. The group will include a wide range of asset management domain and technical experts across Metro, specifically from Finance, Vehicle Maintenance, Facilities, Marine, Capital, Bus Operations, Rail, and Mobility.

Medium-High technical complexity due to: 1) consolidating asset data and functionality into a single enterprise asset management system through the retirement and/or integration with specialty input applications and, 2) the large volume of systems and data to consider and incorporate into the enterprise asset management system.
Mitigation: The project will introduce an experienced vendor to lead the join Metro and KCIT project team to configure and pursue system integrations using the findings from the business requirements report in 2020. Work with KCIT, BRC, and the product vendor to support configuration, testing and implementation of the selected solution.

**NARRATIVES** TDC ASSET MGMT SYSTEM REPL 1139349

## 17. CAPACITY TO IMPLEMENT THE PROJECT

Prior Technology Projects:
Transit has years of experience maintaining and operating two market leading enterprise asset management applications, Fleet Focus M5 and Inform EAM. Metro has used these products for over a decade, with experience configuring, applying significant software updates, and integrating with external applications. In 2019 Metro went live with a Capital Management and Reporting System (CMRS), a critical partner system for an enterprise asset management.

Key Project Resources:
This project is significant to Metro and has allocated significant substantial leadership and oversight resources to see it implemented. John Resha, Assistant General Manager for Finance and Administration chairs this project. Jessie Wang, Section Manager of Asset Management for Transit will co-lead guiding strategy and providing industry best practices with a consultant from the selected system. Metro Transit will allocate project management, technical, and subject matter expert staff to the project. Metro staff will be supported by KCIT and BRC experts as needed. The project includes a steering committee representing all current and future uses of asset management including finance, capital, rail, marine, bus operations, vehicle maintenance, facilities, transit technology, and mobility. The project is using a phased development approached to manage and track the progress of work. Each development phase will be used to inform the resource requirements to complete the system implementation.

## 18. PROJECT RISKS

High – Implementing a single enterprise asset management platform and establishing new standardized workflows for the agency. Modern asset management tools – especially purely digital workflows – is a relatively new domain for most Transit employees, both in the field and the office. Change management will be a significant part of this project impacting numerous divisions and units as systems and old business process are retired and shifted to digital.

Mitigation: This project is fully aligned with KCIT and Metro strategic efforts, and will be structured and staffed to engage Transit and KCIT staff and provide iterative feedback on guidelines, policies, training and results that will contribute to its maturation. Capabilities will be delivered in phases – likely by division – addressing relevant data sources, functionality, and integrations. High level sponsorship by the general manager's office sponsorship will assist the project to develop a solution that meets agency-wide requirements. The project requirements, scoping, and design efforts will include all final stakeholders even if the implementation is in a phased approach.

External QA will be performed on this project to monitor project risks.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BB VM BUS LIFT 1139350

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/11/2023 |
| **Location** | 1790 124th Ave NE, Bellevue |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 06/01/21 - 09/28/21 | $0 | $29,107 | $0 | $0 | $29,107 |
| **2 Preliminary Design** 09/29/21 - 03/27/22 | $0 | $149,171 | $0 | $0 | $149,171 |
| **3 Final Design** 03/28/22 - 09/23/22 | $0 | $178,756 | $0 | $0 | $178,756 |
| **4 Implementation** 09/24/22 - 04/11/23 | $0 | $1,531,051 | $0 | $0 | $1,531,051 |
| **5 Closeout** 04/12/23 - 08/09/23 | $0 | $85,811 | $0 | $0 | $85,811 |
| **6 Acquisition** 06/01/21 - 06/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,973,895** | **$0** | **$0** | **$1,973,895** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,973,895 | $0 | $0 | $1,973,895 |
| **Total Revenue** | **$1,973,895** | **$0** | **$0** | **$1,973,895** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BB VM BUS LIFT 1139350

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $29,107 | $0 | $0 | $29,107 |
| 2 Prelim Design | $0 | $0 | $149,171 | $0 | $0 | $149,171 |
| 3 Final Design | $0 | $0 | $178,756 | $0 | $0 | $178,756 |
| 4 Implementation | $0 | $0 | $746,784 | $784,266 | $0 | $1,531,051 |
| 5 Closeout | $0 | $0 | $0 | $85,811 | $0 | $85,811 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,103,818** | **$870,077** | **$0** | **$1,973,895** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $29,107 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $149,171 | $0 | $0 | $0 |
| 3 Final Design | $0 | $178,756 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,531,051 | $0 | $0 | $0 |
| 5 Closeout | $0 | $85,811 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,973,895** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $29,107 | $29,107 | $0 |
| 2 Preliminary Design | $0 | $149,171 | $149,171 | $0 |
| 3 Final Design | $0 | $178,756 | $178,756 | $0 |
| 4 Implementation | $0 | $1,531,051 | $746,784 | $784,266 |
| 5 Closeout | $0 | $85,811 | $0 | $85,811 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,973,896** | **$1,103,818** | **$870,077** |

**NARRATIVES** TDC BB VM BUS LIFT 1139350

## Current Scope

Bellevue Base Vehicle Maintenance Bus Lift Replacement - This project includes replacement of one scissor lift in maintenance bay number 8 at Bellevue Base. This lift was decommissioned in place on project 1131481 - TDC BB EMERG LIFT REPL and a new project was requested to address this modified scissor lift. This project will confirm a preferred alternative and installation of the recommended solution.

## 1. PROJECT SCOPE

Bellevue Base Vehicle Maintenance Bus Lift Replacement - This project includes replacement of one scissor lift in maintenance bay number 8 at Bellevue Base. This lift was decommissioned in place on project 1131481 - TDC BB EMERG LIFT REPL and a new project was requested to address this modified scissor lift. This project will confirm a preferred alternative and installation of the recommended solution.

# Capital Appropriation Proposal



**NARRATIVES** TDC BB VM BUS LIFT 1139350

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

King County Metro Transit utilized a comprehensive Facilities Conditions Assessment Program conducted by 3rd party engineers to assess and monitor the conditions of our facilities. From these assessments, a Transit Facilities Conditions Needs Report is generated containing a prioritized ranking of assets needing major rehabilitation or replacement. State of Good Repair Program planners then sort and package those needs into efficient projects and schedule those projects to create a sustainable, level loaded, State of Good Repair Program to promote consistent State of Good Repair investment levels and maintain the safe and efficient functionality of our assets. This project's assets have an conditional assessment rating of poor. Failure to adhere to the program plan will generate a backlog of State of Good Repair work, leading to increased spending on asset replacement, increased risk of failure and loss of service, and greater risk to the County.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in renewed assets with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. The budget requested is necessary to cover total project costs through completion in 2022.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new project.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC BB VM BUS LIFT 1139350

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MOB SIGN MGR TOOL UPGRD 1139351

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 02/28/2024 |
| **Location** | Metro Transit Department |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 03/01/23 - 03/20/23 | $0 | $0 | $6,444 | $0 | $6,444 |
| **2 Preliminary Design** 03/21/23 - 04/19/23 | $0 | $0 | $79,090 | $0 | $79,090 |
| **3 Final Design** 04/20/23 - 06/18/23 | $0 | $0 | $158,181 | $0 | $158,181 |
| **4 Implementation** 06/19/23 - 02/13/24 | $0 | $0 | $501,452 | $0 | $501,452 |
| **5 Closeout** 02/14/24 - 02/23/24 | $0 | $0 | $4,833 | $0 | $4,833 |
| **6 Acquisition** 03/21/23 - 03/21/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$750,000** | **$0** | **$750,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $750,000 | $0 | $750,000 |
| **Total Revenue** | **$0** | **$750,000** | **$0** | **$750,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MOB SIGN MGR TOOL UPGRD 1139351

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $6,444 | $0 | $6,444 |
| 2 Prelim Design | $0 | $0 | $0 | $79,090 | $0 | $79,090 |
| 3 Final Design | $0 | $0 | $0 | $158,181 | $0 | $158,181 |
| 4 Implementation | $0 | $0 | $0 | $501,452 | $0 | $501,452 |
| 5 Closeout | $0 | $0 | $0 | $4,833 | $0 | $4,833 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$750,000** | **$0** | **$750,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $6,444 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $79,090 | $0 | $0 | $0 |
| 3 Final Design | $0 | $158,181 | $0 | $0 | $0 |
| 4 Implementation | $0 | $501,452 | $0 | $0 | $0 |
| 5 Closeout | $0 | $4,833 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$750,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC MOB SIGN MGR TOOL UPGRD 1139351

## Current Scope

Sign Manager Tool Upgrade - The scope of the project would be to modernize and upgrade the Sign Manager Tool used by Metro's Transit Route Facilities (TRF) work group to manage signage information presented to the public. Upgrades will support TRF planners' ability to deliver service by keeping stop sign maintenance in pace with Metro's changing service landscape. This upgrade will also improve system performance, improve application supportability and to align the software with county technology standards.

## 1. PROJECT SCOPE

Sign Manager Tool Upgrade - The scope of the project would be to modernize and upgrade the Sign Manager Tool used by Metro's Transit Route Facilities (TRF) work group to manage signage information presented to the public. Upgrades will support TRF planners' ability to deliver service by keeping stop sign maintenance in pace with Metro's changing service landscape. This upgrade will also improve system performance, improve application supportability and to align the software with county technology standards.

# Capital Appropriation Proposal



**NARRATIVES** TDC MOB SIGN MGR TOOL UPGRD 1139351

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Mobility Division Transit Route Facilities' Sign Manager Tool (SMT) was developed in 2008 to work with the now-retired Stop Information System (SIS) program and HASTUS loads providing TRF District Planners the ability to manage signage for ~8,000 transit stops. The capabilities of SMT have diminished as transit migrated to Stop Based Scheduling; stop history data accumulated; alternative modes of transit emerged and related software has changed. Frequently, Planners are reliant on workarounds in order to perform essential duties as SMT is incapable of accommodating data requirements. These workarounds are responsible for a growing impact over time to the efforts of the Planners and KCIT PMs to maintain accurate stop signage data and have complicated the implementation of software changes

## 4. PROJECT BENEFITS/OUTCOMES

An estimated 15 – 20% of Transit Route Facilities Planners, Information Production and KCIT stop sign data efforts are diverted to workarounds, resulting in data inaccuracies which are compounded by subsequent HASTUS schedule loads. Upgrades to the SMT will:

- Improve TRF's ability to perform essential job requirements by eliminating manual data manipulation and streamlining system processes.
- Ensure accurate data is available to subscribers of TREX data interfaces.
- Align with the Strategic Technology Roadmap for Transit.
- Eliminate the requirement for SAP Business Objects reporting software, to better align with KCIT's Technology Roadmap.
- Integrate SMT with web-based reporting services and use of Microsoft site licensing rather than server-based systems.
- Increase operational efficiencies, reducing KCIT's time spent correcting data issues.
- Adapt to and accommodate changes driven by Transit's development of non-standard mobility services which didn't exist in 2008

Data created from the Sign Manager Tool is incorporated into the downstream data flow utilized by internal and external customers. Stop sign and route data are vital to CCS/CITRS Trip Planner, EPORT, GTFS-prepared data for feeds to third party users, Facilities Maintenance, Vehicle Maintenance. A reduction in the frequency of data correction will likewise reduce the draw on KCIT resources.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

This project upgrades an existing tool. Alternative approaches to solving the business requirement of bus stop signage management is being undertaken by the Customer Information Management Planning project.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

# Capital Appropriation Proposal



**NARRATIVES** TDC MOB SIGN MGR TOOL UPGRD 1139351

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ST 405 BRT PSGR IMP 1139352

Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | Bothell (Brickyard P&R) and Kirkland (Kingsgate P&R and NE 85th St) |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/31/21 - 12/31/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/22 - 07/19/22 | $0 | $319,071 | $0 | $0 | $319,071 |
| **3 Final Design** 07/20/22 - 02/04/23 | $0 | $607,281 | $0 | $0 | $607,281 |
| **4 Implementation** 02/05/23 - 08/27/24 | $0 | $2,415,812 | $0 | $0 | $2,415,812 |
| **5 Closeout** 08/28/24 - 12/25/24 | $0 | $377,849 | $0 | $0 | $377,849 |
| **6 Acquisition** 12/31/21 - 12/31/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$3,720,012** | **$0** | **$0** | **$3,720,012** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $36,832 | $0 | $0 | $36,832 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $3,720,012 | $0 | $0 | $3,720,012 |
| **Total Revenue** | **$3,720,012** | **$0** | **$0** | **$3,720,012** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ST 405 BRT PSGR IMP 1139352

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $319,071 | $0 | $0 | $319,071 |
| 3 Final Design | $0 | $0 | $498,441 | $108,840 | $0 | $607,281 |
| 4 Implementation | $0 | $0 | $0 | $2,378,980 | $0 | $2,378,980 |
| 5 Closeout | $0 | $0 | $0 | $377,849 | $0 | $377,849 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$817,512** | **$2,865,668** | **$0** | **$3,683,181** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $319,071 | $0 | $0 | $0 |
| 3 Final Design | $0 | $607,281 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,378,980 | $0 | $0 | $0 |
| 5 Closeout | $0 | $377,849 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,683,181** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $319,071 | $319,071 | $0 |
| 3 Final Design | $0 | $607,281 | $498,441 | $108,840 |
| 4 Implementation | $0 | $2,415,812 | $0 | $2,415,812 |
| 5 Closeout | $0 | $377,849 | $0 | $377,849 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,720,013** | **$817,512** | **$2,902,501** |

**NARRATIVES** TDC ST 405 BRT PSGR IMP 1139352

## Current Scope

Sound Transit 405 Bus Rapid Transit (BRT) Passenger Improvements - The purpose of this project is to improve transfer environments at three Sound Transit I-405 BRT stations. The stations are the Brickyard P&R Station, Totem Lake Station, and NE85th St Station. This project will design and construct Metro capital improvements to bus stops adjacent to Sound Transit's stations. Metro's capital improvements may include upgraded bus stop signs and shelters, real-time information systems, and improved pedestrian amenities such as sidewalks or lighting between the station and bus stops. This project seeks to meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts.

# Capital Appropriation Proposal



**NARRATIVES** TDC ST 405 BRT PSGR IMP 1139352

## 1. PROJECT SCOPE

Sound Transit 405 Bus Rapid Transit (BRT) Passenger Improvements - The purpose of this project is to improve transfer environments at three Sound Transit I-405 BRT stations. The stations are the Brickyard P&R Station, Totem Lake Station, and NE85th St Station. This project will design and construct Metro capital improvements to bus stops adjacent to Sound Transit's stations. Metro's capital improvements may include upgraded bus stop signs and shelters, real-time information systems, and improved pedestrian amenities such as sidewalks or lighting between the station and bus stops. This project seeks to meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

A Transit Integration Agreement between Metro and Sound Transit was executed on May18, 2018. Subsequent to that agreement, Metro and Sound Transit agreed to "Framework for Transit Integration in Capital Project Development", as described in the Metro/Sound Transit Joint Memo dated January 28, 2019. This framework included guiding principles, roles and responsibilities for the provision of capital facilities, and decision-making by capital project phase, which includes cost-sharing expectations. Passenger facilities, among other elements, are included as cost sharing elements.

Sound Transit and King County Metro are committed to delivering investments that achieve the vision of an integrated regional transit network that provides an easy and seamless customer experience. Metro staff must actively participate in the planning, design, and construction phases of Sound Transit's I-405 BRT project in order to deliver these well-designed and seamless connections between services. This is consistent with the METRO CONNECTS vision of an integrated transportation system that connects people to opportunity, protects our environment, and knits together our growing cities.

Following the passage of ST3 by the voters and the adoption of METRO CONNECTS by the King County Council and King County Executive, Sound Transit and King County Metro entered into a System Expansion Transit Integration Agreement("Agreement") in May 2018, which is the mechanism for translating these system-level values and goals into project-level coordination. The Agreement requires Sound Transit and King County Metro to collaborate on the development of standard assumptions, guidance, timing, and improved understanding for roles and responsibilities for the funding, ownership, maintenance, and operations of key operational and passenger-related transit integration elements.

## 4. PROJECT BENEFITS/OUTCOMES

The primary benefit of this program is seamless integration between Sound Transit and Metro Transit's systems, providing improved access and better connections for our customers. By participating in Sound Transit's I-405 BRT project, Metro can also position itself to use Metro capital investments more efficiently.

This project is a critical vehicle for how King County Metro and Sound Transit will work collaboratively together and support positive outcomes for users of the regional transit network. Active and engaged coordination and collaboration between staff at Sound Transit and King County Metro is essential to the success of our individual systems and for achieving our shared vision of a regionally integrated transit network that works seamlessly for our customers. Specific outcomes of this project are laid out in the principles for transit integration in capital project development:

1. Fulfill the promises of the voter-approved ST2 and ST3 plans, the King County Council-adopted Metro Connects vision, and Metro’s 10-year capital and services plan to deliver an integrated, seamless regional transit network within available resources
2. Prioritize the customer experience and the long-term community benefit when making investment decisions
3. Meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts based on the planned service opening of the Sound Transit capital project

# Capital Appropriation Proposal



**NARRATIVES** TDC ST 405 BRT PSGR IMP 1139352

## 5. BUDGET REQUEST BASIS

The budget request for 2021-2022 will fund improvements to six Metro bus stops total: two at Brickyard Station, two at Totem Lake Station, and two at NE 85th St Station.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the programmatic capital project 1134334 - TDC HUBS DESIGN & IMPL. This project is one of 6 individual capital projects that are being derived from 1134334. No direct revenue is associated with this project, however this project is critical in meeting Metro's ridership and customer satisfaction goals.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project supports all direct passenger facility/customer experience capital planning as well as partnership capital planning work related to transit integration with Sound Transit. Sufficiently funded, this project should not affect the operating budget. All staff time, with the exception of project coordination activities, is reimbursable per ST Integration Project 1129636, Task Order 2. This means that staff in the Mobility Division supporting this project will be able to charge to capital, not operating.
There will be marginal increases in cost for utility power and bus shelter and RTIS maintenance where applicable.

## 8. PROJECT STATUS

Metro completed cost estimates for Metro passenger facility improvements needed at ST3 Sound Transit station areas and within ¼ mile of the station areas. Metro then prioritized this list and only the highest priority projects are being proposed as part of this project due to funding constraints.

The three Sound Transit I-405 BRT stations identified for Metro improvements are in predesign, and will move to design and construction soon.

## 9. ALTERNATIVES ANALYSIS

As this project is a partnership with Sound Transit, who is leading the planning, environmental review, and design of the I-405 BRT project, an alternatives analysis of the BRT stations is not part of the scope of this project. With King County Metro as an interagency partner to Sound Transit, the planning, design, and construction of the I-405 BRT project will continue with or without Metro participation. In the past, when Metro hasn't been engaged in these projects, the result has been suboptimal transfer environments.

King County Metro worked with a consultant to create a prioritized list of Metro bus stops within 1/4 mile of three I-405 BRT stations that need capital improvement, and is moving forward with the highest-rated Metro stop pair at each BRT station. In this case, without Metro participation, the safety and comfort of transferring riders would be poor, likely resulting in reduced ridership for both Metro and ST transit service.

## 10. OTHER AGENCY INVOLVEMENT

Totem Lake Station, and the adjacent Kingsgate Park & Ride, are being improved by Sound Transit and Washington State Department of Transportation (WSDOT), and the new I-405 BRT stations at Brickyard P&R and NE 85th St are being designed and built by WSDOT.

Sound Transit and WSDOT set the timelines for these stations and provide technical documents for review by Metro.

Sound Transit and King County Metro have reached an agreement on the provision of Metro staff to participate in ST3 projects.

Metro has been working closely with WSDOT and will continue to participate in design review of the stations being designed by them.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

**NARRATIVES** TDC ST 405 BRT PSGR IMP 1139352

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project provides critical support to the ongoing development of the regional transit system that will increase connections between housing, jobs, and critical services. Project investments align with land use policies that will bring increased access to jobs, services, and affordable housing options adjacent to transit hubs. These improvements will help facilitate access to valuable community assets including medical centers, community centers, social service facilities, employment and job training centers, and schools.
The project removes barriers to transportation access through improving the transit waiting environment and facilitating a more seamless and reliable transfer process. These barriers impact an individual's ability and willingness to use public transit, particularly individuals with disabilities and limited English proficiency. The project provides a larger, improved bus stop environment and will help streamline the pedestrian route of travel between stops and services. It provides standardized rider information, including wayfinding, electronic arrival information, and improves pedestrian circulation between Metro bus stops and Sound Transit BRT stations. The project will install bus shelters, benches, and sidewalks, and remove access barriers to transit. Additional pedestrian-scaled lighting will improve personal security at all times of the day and increase rider safety.
Additionally, passenger facility and pedestrian access improvements specifically support the Mobility Framework and Need & Speed priorities to 1) Ensure safety by providing shelters and lighting; 2) improve access to mobility options by providing safe, convenient, and accessible transfer environments; and 3) provide integrated mobility services by building new transit hubs and stations that serve multiple agencies and modes. These passenger facilities will be enhanced by outcomes from the hubs study that address barriers to transit by improving safety, efficiency, comfort, and legibility. System analysis based on station ridership forecasts predict overcrowding at existing bus stops and stop configurations as riders deboard, wait, and transfer between Sound Transit BRT and Metro bus service.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

The Bus Stop Improvement Project will include climate impact priority areas as one of the criteria considered in project site selection and prioritization. The project has committed to ensuring that at least 10% of weather-related passenger facilities improvements are located at bus stops in climate priority areas, addressing the anticipated increase in need for shade during heat events and cover during heavy rainfall. Additionally, projects in climate priority areas will be adjusted to address climate-related issues where feasible, such as planting new street trees in areas with low tree cover.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC GRIEVANCE TRACKING 1139353

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $81,833 | $0 | $0 | $81,833 |
| **2 Preliminary Design** 04/01/21 - 07/29/21 | $0 | $92,111 | $0 | $0 | $92,111 |
| **3 Final Design** 07/30/21 - 10/31/21 | $0 | $240,833 | $0 | $0 | $240,833 |
| **4 Implementation** 11/01/21 - 10/16/22 | $0 | $780,562 | $0 | $0 | $780,562 |
| **5 Closeout** 10/17/22 - 12/15/22 | $0 | $43,361 | $0 | $0 | $43,361 |
| **6 Acquisition** 04/01/21 - 04/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,238,700** | **$0** | **$0** | **$1,238,700** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,238,700 | $0 | $0 | $1,238,700 |
| **Total Revenue** | **$1,238,700** | **$0** | **$0** | **$1,238,700** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC GRIEVANCE TRACKING 1139353

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $81,833 | $0 | $0 | $81,833 |
| 2 Prelim Design | $0 | $0 | $92,111 | $0 | $0 | $92,111 |
| 3 Final Design | $0 | $0 | $240,833 | $0 | $0 | $240,833 |
| 4 Implementation | $0 | $0 | $780,562 | $0 | $0 | $780,562 |
| 5 Closeout | $0 | $0 | $43,361 | $0 | $0 | $43,361 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,238,700** | **$0** | **$0** | **$1,238,700** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $81,833 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $92,111 | $0 | $0 | $0 |
| 3 Final Design | $0 | $240,833 | $0 | $0 | $0 |
| 4 Implementation | $0 | $780,562 | $0 | $0 | $0 |
| 5 Closeout | $0 | $43,361 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,238,700** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $81,833 | $81,833 | $0 |
| 2 Preliminary Design | $0 | $92,111 | $92,111 | $0 |
| 3 Final Design | $0 | $240,833 | $240,833 | $0 |
| 4 Implementation | $0 | $780,562 | $780,562 | $0 |
| 5 Closeout | $0 | $43,361 | $43,361 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,238,700** | **$1,238,700** | **$0** |

**NARRATIVES** TDC GRIEVANCE TRACKING 1139353

## Current Scope

Grievance Tracking System - This project shall deliver a modern technology solution to manage the workflow and deadlines associated with the high volume of grievances processed at Metro. The solution will mitigate significant financial, administrative, and operational risk and deliver the following basic functions: Automated workflow; Records management and retention; Deadline notifications and alerts; Document storage; Processing notes and comments; Data reporting; and Advanced security.

## 1. PROJECT SCOPE

Grievance Tracking System - This project shall deliver a modern technology solution to manage the workflow and deadlines associated with the high volume of grievances processed at Metro. The solution will mitigate significant financial, administrative, and operational risk and deliver the following basic functions: Automated workflow; Records management and retention; Deadline notifications and alerts; Document storage; Processing notes and comments; Data reporting; and Advanced security.

# Capital Appropriation Proposal



**NARRATIVES** TDC GRIEVANCE TRACKING 1139353

## 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

## 3. PROJECT JUSTIFICATION

While most County agencies process a handful of union grievances each year, Metro receives between100-200 grievances annually, simply due to the size of our workforce and the nature of our work. It is extremely important that grievances are processed timely and in a consistent manner across the entire Metro enterprise, to provide both predictability for employees and risk management for Metro; each grievance requires exact workflow and meeting critical deadlines, which can adversely affect Metro's budget and personnel decisions if not observed. Article 5, Section 2B of the Amalgamated Transit Union (ATU) Local587 contract reads:

"Should either PARTY breach the time limitation, that PARTY shall forfeit all rights and claims to the grievance; and the grievance shall be considered resolved in the other PARTY' s favor; it being understood that such forfeiture does not decide the merits or establish a precedent."

The preliminary vision is to expand functionality within Metro's existing Laser fiche platform, since it is already utilized by Metro HR. This approach could be managed timely, starting with a simple contract amendment. In the event that the project's planning phase shows that Laser fiche is not a viable option, there are other solutions already utilized in King County that could deliver the required functionality.

## 4. PROJECT BENEFITS/OUTCOMES

Metro will know that the benefits have been achieved when the following objectives have been met:
A. Metro's leadership team is fully trained on (and uses) the new solution and related business processes for employee grievances;
B. Pre-existing grievance data and artifacts have been migrated to the solution;
C. All Metro employee grievances and related artifacts are managed in the solution;
D. All Metro employee grievances are processed on automatic workflows;
E. Manual work associated to grievance processing is limited to document upload and decision-making processes;
F. The solution is consistently utilized across the Metro enterprise, effectively mitigating the risk of incomplete or lost grievance response;
G. All Metro grievance records are managed inside the solution (records with expired retention are destroyed); and
H. There are consistent procedures across the Metro enterprise for processing and managing employee grievances.

## 5. BUDGET REQUEST BASIS

Costs are estimated based on the basic requirements from stakeholders, vendor research results, input from technical staff, and prior project experience.

## 6. FUNDING AND REVENUE DISCUSSION

This project will be funded by the Public Transportation Fund, capital sub fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Beyond the moderate annual licensing costs associated with the new solution, there are no staffing impacts associated with the new solution. In other words, no new positions will be required to manage the solution.

With the automation provided by the solution, grievances should be processed faster with some indirect cost savings; although the associated metrics are unknown at this time.

## 8. PROJECT STATUS

New project.

**NARRATIVES** TDC GRIEVANCE TRACKING 1139353

## 9. ALTERNATIVES ANALYSIS

In reviewing the high-level functional requirements listed in Question #7 above, it is highly likely that these functions can be provided by multiple solutions that already exist in Metro. Without yet having completed detailed project planning (which can only occur after this project is funded), Metro's Employee Services group envisions Laser fiche as the likely solution, since it is already used for a variety of other HR-related records. Origami is another solution owned by Metro that could be considered, should Laser fiche fail for some reason. In any case, Metro envisions a contract amendment to implement this project, rather than starting a contract negotiation from scratch with a new vendor.

## 10. OTHER AGENCY INVOLVEMENT

At this juncture, we do not see other agencies being involved in this project, unless KCIT performs some business analysis and quality assurance in the course of project execution.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

A thorough Equity and Social Justice review will be performed at the beginning of this project, per standard protocol. At this juncture, however, we anticipate only positive ESJ impacts, since a modern system will ensure that employee grievances will not be lost or forgotten. A modern tool will ensure that employee grievances are responded to as timely as possible.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

There are 2-3 technology platforms already utilized by Metro Transit that can deliver the functionality required for a Grievance Tracking system. Whichever platform is ultimately chosen by a project steering committee, this project can be delivered significantly faster than many technology projects, since a formal RFP will not be required.

Critical Success Factors:
1.) Must check with the CIO/PRB before launching the project due to its dependency on the DHR electronic HR records project. Implement only if the DHR solution does not cover grievance tracking.
2.) The solution needs to be scalable to the KC Enterprise and Metro should coordinate with PSB, OLR, ORMS, and DHR -- solicit requirements from Enterprise partners.
3.) EIR required (emphasis on how a new system can help Metro understand how labor issues impact certain populations).

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

This project aligns to multiple objectives in the King County Strategic Information Technology Plan 2016-2019, including:

Data Driven: Data from the Grievance Tracking System can be used by Metro to evaluate how many grievances are in various stages of the review process; ensures that all documents and other artifacts are organized and stored in a single location; and can also alert administrators to any grievances that are in danger of missing a deadline.

Workforce Empowerment: A modern, consistent methodology for processing grievances will provide assurance and predictability for employees with respect to timeframes for grievance processing.

**NARRATIVES** TDC GRIEVANCE TRACKING 1139353

## 16. PROJECT COMPLEXITY

As far as technology projects go, this project is not terribly complex, since the project implementation work requires only basic configurations inside of an OOTB solution. In the Complexity Matrix Tool, this project sits in the bottom, left-hand quadrant.

The basic functionality can be produced by any variety of solutions, and we expect – but don't know for sure – that the Laser fiche solution which Metro already owns will be the platform utilized. While we anticipate an integration with PeopleSoft employee, data, this integration has been performed successfully for multiple other Metro projects, and no other integrations are anticipated.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

Metro has a very well-staffed Technology Project Management Group with multiple project managers capable of managing this project. A Grievance Tracking System is also highly demanded among Metro leadership, and these same individuals have a strong track record of supporting other technology projects requiring coordination among Metro divisions. (An example of a recent technology project with a similar complexity is the Safety Management System (SMS) project.) While this project requires some coordination across all Metro divisions for planning, design and implementation, the majority of project direction can come from within Employee Services.

## 18. PROJECT RISKS

There are no significant risks associated with this project, apart from the risks inherent to any technology project.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ST 405 BRT PRTNR 1139354

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 5 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | South Renton Transit Center |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 01/01/23 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/23 - 01/02/23 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/23 - 07/01/23 | $0 | $983,454 | $0 | $0 | $983,454 |
| **4 Implementation** 07/02/23 - 01/02/25 | $0 | $0 | $5,685,193 | $0 | $5,685,193 |
| **5 Closeout** 01/03/25 - 01/03/25 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/02/23 - 01/02/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$983,454** | **$5,685,193** | **$0** | **$6,668,647** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $983,454 | $5,685,193 | $0 | $6,668,647 |
| **Total Revenue** | **$983,454** | **$5,685,193** | **$0** | **$6,668,647** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ST 405 BRT PRTNR 1139354

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $983,454 | $0 | $983,454 |
| 4 Implementation | $0 | $0 | $0 | $5,663,733 | $21,460 | $5,685,193 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$6,647,187** | **$21,460** | **$6,668,648** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $983,454 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,685,193 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,668,647** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $983,454 | $0 | $983,454 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$983,454** | **$0** | **$983,454** |

**NARRATIVES** TDC ST 405 BRT PRTNR 1139354

## Current Scope

Sound Transit 405 Bus Rapid Transit (BRT) Partnership - This project will contribute partnership cost-sharing funding to Sound Transits I-405 BRT project. Payment to Sound Transit at the end of final design and at the end of construction are the primary elements of this project's scope. Staff time associated with project management, engineering review, interagency coordination, etc. are included in the ST Integration Programmatic Capital Planning project (1129636). The project will support Metro's commitments to a new South Renton Transit Center, providing Metro with six active bays and other transit center passenger facility components. This project scope does not include 10 new layover bays at the South Renton Transit Center. That is included in project1134212.

# Capital Appropriation Proposal



**NARRATIVES** TDC ST 405 BRT PRTNR 1139354

## 1. PROJECT SCOPE

Sound Transit 405 Bus Rapid Transit (BRT) Partnership - This project will contribute partnership cost-sharing funding to Sound Transit's I-405 BRT project. Payment to Sound Transit at the end of final design and at the end of construction are the primary elements of this project's scope. Staff time associated with project management, engineering review, interagency coordination, etc. are included in the ST Integration Programmatic Capital Planning project (1129636). The project will support Metro's commitments to a new South Renton Transit Center, providing Metro with six active bays and other transit center passenger facility components. This project scope does not include 10 new layover bays at the South Renton Transit Center. That is included in project 1134212.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

A Transit Integration Agreement between Metro and Sound Transit was executed on May 18, 2018. Subsequent to that agreement, Metro and Sound Transit agreed to "Framework for Transit Integration in Capital Project Development", as described in the Metro/Sound Transit Joint Memo dated January 28, 2019. This framework included guiding principles, roles and responsibilities for the provision of capital facilities, and decision-making by capital project phase, which includes cost-sharing expectations. Passenger facilities, among other elements, are included as cost sharing elements.

Metro staff must actively participate in the planning of Sound Transit's bus rapid transit capital projects in order to deliver well designed and seamless connections between services.

## 4. PROJECT BENEFITS/OUTCOMES

The primary benefit of this project is seamless integration between Sound Transit's I-405 BRT project and Metro Transit's system.
A South Renton Transit Center that is sized appropriately for both agencies' services and includes all of the necessary supporting elements will ensure seamless transfers between systems and between Metro's own routes.
By cost-sharing in Sound Transit's projects, Metro can also position itself to leverage Metro capital investments more efficiently (i.e. meeting Mobility Framework's value criterion).

## 5. BUDGET REQUEST BASIS

The total budget request for 2021-2024 supports design of passenger facility infrastructure including 6 of 8 active bays on the transit island. Appropriation also supports other components including: the transit island, canopy, sidewalks, conduit, lighting, and comfort station.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the programmatic capital project 1134334 - TDC HUBS DESIGN & IMPL ($52.2M; reduced to $27M). This project is one of the individual capital projects spun out of the programmatic capital project.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project supports all direct passenger facility/customer experience capital planning as well as partnership capital planning work related to transit integration with Sound Transit. Sufficiently funded, this project should not affect the operating budget. All staff time, with the exception of project coordination activities, is reimbursable per ST Integration Project 1129636, Task Order 2. This means that staff in the Mobility Division supporting this project will be able to charge to capital, not operating.

## 8. PROJECT STATUS

Different parts of Sound Transit's I-405 BRT project are in the predesign, design and construction phase. Metro's participation, however, is at the planning level as it doesn't produce design concepts or manage the construction of this project, but rather reviews technical documents and provides input. For the South Renton Transit Center under I-405 BRT, the project is in the predesign phase and the project delivery method has not been selected yet.

**NARRATIVES** TDC ST 405 BRT PRTNR 1139354

## 9. ALTERNATIVES ANALYSIS

As this project is a partnership with Sound Transit, who is leading the planning, environmental review, and design of the I-405 BRT project, an alternatives analysis of the BRT stations is not part of the scope of this project. With King County Metro as an interagency partner to Sound Transit, the planning, design, and construction of the BRT project will continue with or without Metro participation. In the past, when Metro hasn't been engaged in these types of projects, the result has been suboptimal transit integration.
Without Metro participation, the South Renton Transit Center would not be sized to include any facilities for Metro. Because Metro is being forced out of downtown Renton, it would have no facility large enough to accommodate its existing and future service in Renton. Some service would still be able to serve the existing South Renton Park & Ride, but transfers to I-405 BRT would then be farther and more difficult.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit sets the timeline for their project and provides technical documents for review by King County Metro.

For this project, Metro will need to review station plans prepared by Sound Transit or their designer/design-builder.

## 11. ART ELIGIBILITY

Not Art Eligible, project wholly or partially funded by Metro/Metro grant funding but project managed by another jurisdiction or public agency; the managing jurisdiction or agency is responsible for applying their art rules

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project provides critical support to the ongoing development of the regional transit system that will increase connections between housing, jobs, and critical services. Cost-sharing at the South Renton Transit Center will provide more and better mobility options to people ir the priority equity area of Renton. Project investments align with land use policies that will bring increased access to jobs, services, and affordable housing options adjacent to transit hubs. These improvements will help facilitate access to valuable community assets including medical centers, community centers, social service facilities, employment and job training centers, and schools.
The project removes barriers to transportation access through improving the transit waiting environment and facilitating a more seamless and reliable transfer process. These barriers impact an individual's ability and willingness to use public transit, particularly individuals with disabilities and limited English proficiency. The project provides a larger, improved bus stop environment and will help streamline the pedestrian route of travel between stops and services. It provides standardized rider information, including wayfinding, electronic arrival information, and improves pedestrian circulation between bus stops and the BRT station. The project will install bus shelters, benches, and sidewalks, and remove access barriers to transit, particularly to communities with the greatest need. Additional pedestrian-scaled lighting will improve personal security at all times of the day and increase rider safety.
Additionally, passenger facility and pedestrian access improvements specifically support the Mobility Framework and Need & Speed priorities to 1) Ensure safety by providing shelters and lighting; 2) improve access to mobility options by providing safe, convenient, and accessible transfer environments; and 3) provide integrated mobility services by building new transit hubs and stations that serve multiple agencies and modes. These passenger facilities will be enhanced by outcomes from the hubs study that address barriers to transit by improving safety, efficiency, comfort, and legibility. System analysis based on station ridership forecasts predict overcrowding at existing bus stops and stop configurations as riders deboard, wait, and transfer between light rail and Metro bus service.

**NARRATIVES** TDC ST 405 BRT PRTNR 1139354

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

The Bus Stop Improvement Project will include climate impact priority areas as one of the criteria considered in project site selection and prioritization. The project has committed to ensuring that at least 10% of weather-related passenger facilities improvements are located at bus stops in climate priority areas, addressing the anticipated increase in need for shade during heat events and cover during heavy rainfall. Additionally, projects in climate priority areas will be adjusted to address climate-related issues where feasible, such as planting new street trees in areas with low tree cover.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ATIS TRAPEZE BACK END 1139355

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/31/23 | $0 | $0 | $39,500 | $0 | $39,500 |
| **2 Preliminary Design** 04/01/23 - 07/29/23 | $0 | $0 | $94,333 | $0 | $94,333 |
| **3 Final Design** 07/30/23 - 12/26/23 | $0 | $0 | $154,167 | $0 | $154,167 |
| **4 Implementation** 12/27/23 - 09/26/24 | $0 | $0 | $196,534 | $0 | $196,534 |
| **5 Closeout** 09/27/24 - 12/31/24 | $0 | $0 | $15,467 | $0 | $15,467 |
| **6 Acquisition** 04/01/23 - 04/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$500,000** | **$0** | **$500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $500,000 | $0 | $500,000 |
| **Total Revenue** | **$0** | **$500,000** | **$0** | **$500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ATIS TRAPEZE BACK END 1139355

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $39,500 | $0 | $39,500 |
| 2 Prelim Design | $0 | $0 | $0 | $94,333 | $0 | $94,333 |
| 3 Final Design | $0 | $0 | $0 | $154,167 | $0 | $154,167 |
| 4 Implementation | $0 | $0 | $0 | $196,534 | $0 | $196,534 |
| 5 Closeout | $0 | $0 | $0 | $15,467 | $0 | $15,467 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$500,000** | **$0** | **$500,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $39,500 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $94,333 | $0 | $0 | $0 |
| 3 Final Design | $0 | $154,167 | $0 | $0 | $0 |
| 4 Implementation | $0 | $196,534 | $0 | $0 | $0 |
| 5 Closeout | $0 | $15,467 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$500,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC ATIS TRAPEZE BACK END 1139355

## Current Scope

Current Scope: Trapeze Back End - This project is the backend for the Trapeze Trip Planner and call center tool.

## 1. PROJECT SCOPE

Current Scope: Trapeze Back End - This project is the backend for the Trapeze Trip Planner and call center tool.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Replacement project for Trip Planner

# Capital Appropriation Proposal



**NARRATIVES** TDC ATIS TRAPEZE BACK END 1139355

## 4. PROJECT BENEFITS/OUTCOMES

Maintain Operational ability

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

This project will upgrade the existing Trip Planner software. Alternatives to managing and communicating service information to customers is being undertaken as part of the Customer Information Management Planning project.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FIELD COMMUNICATIONS 1139356

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2030 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 08/06/24 | $0 | $0 | $200,033 | $0 | $200,033 |
| **2 Preliminary Design** 08/07/24 - 03/13/26 | $0 | $0 | $200,033 | $0 | $200,033 |
| **3 Final Design** 03/14/26 - 10/18/27 | $0 | $0 | $200,033 | $0 | $200,033 |
| **4 Implementation** 10/19/27 - 05/24/29 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 05/25/29 - 11/25/30 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 08/07/24 - 08/07/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$600,099** | **$0** | **$600,099** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $600,099 | $0 | $600,099 |
| **Total Revenue** | **$0** | **$600,099** | **$0** | **$600,099** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC FIELD COMMUNICATIONS 1139356

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $200,033 | $0 | $200,033 |
| 2 Prelim Design | $0 | $0 | $0 | $50,351 | $149,682 | $200,033 |
| 3 Final Design | $0 | $0 | $0 | $0 | $100,359 | $100,359 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$250,384** | **$250,041** | **$500,425** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $200,033 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $200,033 | $0 | $0 | $0 |
| 3 Final Design | $0 | $200,033 | $0 | $0 | $0 |
| 4 Implementation | $0 | $200,033 | $0 | $0 | $0 |
| 5 Closeout | $0 | $199,868 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC FIELD COMMUNICATIONS 1139356

## Current Scope

Field Communications - This project will identify requirements and options for the modernization of the Enterprise Transit Communications Network topology. The project will determine requirements for person-to-person and device-to-device communication and will deliver the appropriate combination of cellular and radio communication tools to fulfill those requirements.

## 1. PROJECT SCOPE

Field Communications - This project will identify requirements and options for the modernization of the Enterprise Transit Communications Network topology. The project will determine requirements for person-to-person and device-to-device communication and will deliver the appropriate combination of cellular and radio communication tools to fulfill those requirements.

# Capital Appropriation Proposal



**NARRATIVES** TDC FIELD COMMUNICATIONS 1139356

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Metro Transit Department's 'Transit 25' Transit Radio System is 15 years old, is a one-off system that no other U.S. agency has and has reached its end-of-life. The Transit Radio System will soon reach maximum build out, requiring additional investment in hardware in order to support projected fleet growth. In order to maintain vendor (Motorola) support, Transit must update to the current enhanced data radio standard.

## 4. PROJECT BENEFITS/OUTCOMES

This project will deliver a strategy for field communications and make necessary hardware and software improvements to deliver on that strategy. The project will enable Metro to leverage its investments in both Cellular and Radio networks while maintaining a state of good repair in order to continue providing safe and efficient transit services to the King County Community.

Additional Benefits of this comprehensive project include:
1) Determining short and long term communications network strategies.
2) A modernized the Transit Radio System that aligns with updated requirements, and current, supportable standards
3) Expanded access to communications from/to/among field staff updated to the Transit
4) Implementation of cellular Mobile Access Routers (MARs) on the coach fleet provide new, yet to be exploited, communication alternatives

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

Proposal stage

## 9. ALTERNATIVES ANALYSIS

The project will include an Alternative Analysis effort to determine the optimal solution for field communication business requirements.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

**NARRATIVES** TDC FIELD COMMUNICATIONS 1139356

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Metro needs to determine available options, costs and benefits of utilization of each available King County communication system, and identify a strategy to achieve consistent, secure and reliable communication that meets life safety needs, electronic (data) communication, and person to person (voice) communication for the coach fleet, operations and maintenance staff. Analysis will include a hybrid (split radio/cellular), redundant (cellular when available, voice when not) or single system for both voice and data needs. Advances in radio technology include IP over radio allowing non radio devices (cell phones, tablets, workstations) to communicate to field staff via the radio system without the purchase and maintenance of additional radio hardware.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CB YARD LIGHT REPL 1139357

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/27/2022 |
| **Location** | 640 S Massachusetts St, Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/21 - 06/01/21 | $0 | $269,928 | $0 | $0 | $269,928 |
| **4 Implementation** 06/01/21 - 03/27/22 | $0 | $2,395,858 | $0 | $0 | $2,395,858 |
| **5 Closeout** 03/28/22 - 07/25/22 | $0 | $84,677 | $0 | $0 | $84,677 |
| **6 Acquisition** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,750,464** | **$0** | **$0** | **$2,750,464** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $700,464 | $0 | $0 | $700,464 |
| **33118 - FED TRANSIT CAP INVEST** | $2,050,000 | $0 | $0 | $2,050,000 |
| **Total Revenue** | **$2,750,464** | **$0** | **$0** | **$2,750,464** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC CB YARD LIGHT REPL 1139357

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $269,928 | $0 | $0 | $269,928 |
| 4 Implementation | $0 | $0 | $2,395,858 | $0 | $0 | $2,395,858 |
| 5 Closeout | $0 | $0 | $84,677 | $0 | $0 | $84,677 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,750,464** | **$0** | **$0** | **$2,750,464** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $269,928 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,395,858 | $0 | $0 | $0 |
| 5 Closeout | $0 | $84,677 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,750,464** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $269,928 | $269,928 | $0 |
| 4 Implementation | $0 | $2,395,858 | $2,395,858 | $0 |
| 5 Closeout | $0 | $84,677 | $84,677 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,750,463** | **$2,750,463** | **$0** |

**NARRATIVES** TDC CB YARD LIGHT REPL 1139357

## Current Scope

Central Base Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forwarc to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 1. PROJECT SCOPE

Central Base Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forwarc to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC CB YARD LIGHT REPL 1139357

## 3. PROJECT JUSTIFICATION

The site lighting at Metro's facilities has been in place and operating since these facilities were constructed between the mid-late 1970's and about 1990. Light from the perimeter of the site/lot does not do an acceptable job of lighting the center of the bus parking yard in any of our facilities. In 2001, the requirements for lighting were inserted into the Washington Administrative Code, which requires all employers to "Provide and maintain adequate lighting for all work activities in your workplace." (WAC 296-800-210), which also states that for Non-Task areas the requirement is an average of 3 fc with the minimum level set at 1.5 fc. Metro Transit is not in compliance with the requirement above and has received a citation from Washington State Labor and Industries at East Base. This project is a proactive response to that citation with the understanding that failure to perform lighting replacements may lead to further citations, legal action, or operational challenges.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The budget estimate was generated by in-house engineering analysis and a third party consultant review. Funding in 2021-2022 is expected to support design through closeout.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and FTA FY 2021 Sect. 5307 Earned Share grant funds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new project to support final design and implementation. Planning and pre-design was performed on project 1134262 TDC YARD LIGHT REPL in 2019-2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

**NARRATIVES** TDC CB YARD LIGHT REPL 1139357

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SB YARD LIGHT REPL 1139358

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/27/2022 |
| **Location** | 12100 E Marginal Way S, Tukwila |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/21 - 06/01/21 | $0 | $249,328 | $0 | $0 | $249,328 |
| **4 Implementation** 06/01/21 - 03/27/22 | $0 | $2,156,921 | $0 | $0 | $2,156,921 |
| **5 Closeout** 03/28/22 - 07/25/22 | $0 | $84,677 | $0 | $0 | $84,677 |
| **6 Acquisition** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,490,927** | **$0** | **$0** | **$2,490,927** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $690,927 | $0 | $0 | $690,927 |
| **33118 - FED TRANSIT CAP INVEST** | $1,800,000 | $0 | $0 | $1,800,000 |
| **Total Revenue** | **$2,490,927** | **$0** | **$0** | **$2,490,927** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SB YARD LIGHT REPL 1139358

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $249,328 | $0 | $0 | $249,328 |
| 4 Implementation | $0 | $0 | $2,156,921 | $0 | $0 | $2,156,921 |
| 5 Closeout | $0 | $0 | $84,677 | $0 | $0 | $84,677 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,490,927** | **$0** | **$0** | **$2,490,927** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $249,328 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,156,921 | $0 | $0 | $0 |
| 5 Closeout | $0 | $84,677 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,490,927** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $249,328 | $249,328 | $0 |
| 4 Implementation | $0 | $2,156,921 | $2,156,921 | $0 |
| 5 Closeout | $0 | $84,677 | $84,677 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,490,926** | **$2,490,926** | **$0** |

**NARRATIVES** TDC SB YARD LIGHT REPL 1139358

## Current Scope

South Base Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 1. PROJECT SCOPE

South Base Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** TDC SB YARD LIGHT REPL 1139358

## 3. PROJECT JUSTIFICATION

The site lighting at Metro's facilities has been in place and operating since these facilities were constructed between the mid-late 1970's and about 1990. Light from the perimeter of the site/lot does not do an acceptable job of lighting the center of the bus parking yard in any of our facilities. In 2001, the requirements for lighting were inserted into the Washington Administrative Code, which requires all employers to "Provide and maintain adequate lighting for all work activities in your workplace." (WAC 296-800-210), which also states that for Non-Task areas the requirement is an average of 3 fc with the minimum level set at 1.5 fc. Metro Transit is not in compliance with the requirement above and has received a citation from Washington State Labor and Industries at East Base. This project is a proactive response to that citation with the understanding that failure to perform lighting replacements may lead to further citations, legal action, or operational challenges.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The budget estimate was generated by in-house engineering analysis and a third party consultant review. Funding in 2021-2022 is expected to support design through closeout.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and FTA FY2021 Sect. 5307 Earned Share grant funds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new project to support final design and implementation. Planning and pre-design was performed on project 1134262 TDC YARD LIGHT REPL in 2019-2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

City of Tukwila

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC SB YARD LIGHT REPL 1139358

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC VIDEO MGMT SYSTEM 1139359

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | All Transit Bases + Security Office |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $136,111 | $0 | $0 | $136,111 |
| **2 Preliminary Design** 04/01/21 - 07/29/21 | $0 | $276,111 | $0 | $0 | $276,111 |
| **3 Final Design** 07/30/21 - 12/26/21 | $0 | $9,895,923 | $0 | $0 | $9,895,923 |
| **4 Implementation** 12/27/21 - 12/21/22 | $0 | $1,020,556 | $0 | $0 | $1,020,556 |
| **5 Closeout** 12/22/22 - 02/19/23 | $0 | $420,944 | $0 | $0 | $420,944 |
| **6 Acquisition** 04/01/21 - 04/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$11,749,645** | **$0** | **$0** | **$11,749,645** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $11,749,645 | $0 | $0 | $11,749,645 |
| **Total Revenue** | **$11,749,645** | **$0** | **$0** | **$11,749,645** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC VIDEO MGMT SYSTEM 1139359

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $136,111 | $0 | $0 | $136,111 |
| 2 Prelim Design | $0 | $0 | $276,111 | $0 | $0 | $276,111 |
| 3 Final Design | $0 | $0 | $9,895,923 | $0 | $0 | $9,895,923 |
| 4 Implementation | $0 | $0 | $1,020,556 | $0 | $0 | $1,020,556 |
| 5 Closeout | $0 | $0 | $70,157 | $350,787 | $0 | $420,944 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$11,398,858** | **$350,787** | **$0** | **$11,749,645** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $136,111 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $276,111 | $0 | $0 | $0 |
| 3 Final Design | $0 | $9,895,923 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,020,556 | $0 | $0 | $0 |
| 5 Closeout | $0 | $420,944 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,749,645** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $136,111 | $136,111 | $0 |
| 2 Preliminary Design | $0 | $276,111 | $276,111 | $0 |
| 3 Final Design | $0 | $9,895,923 | $9,895,923 | $0 |
| 4 Implementation | $0 | $1,020,556 | $1,020,556 | $0 |
| 5 Closeout | $0 | $420,944 | $70,157 | $350,787 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,749,645** | **$11,398,858** | **$350,787** |

**NARRATIVES** TDC VIDEO MGMT SYSTEM 1139359

## Current Scope

Video Management System - The Video Management System (VMS) Project will procure, install and operationalize an automated, cloud-based solution for identifying, labeling and distributing requested video segments/events. The solution will integrate with the existing On-Board Camera Systems (OBCS) infrastructure. Future updating and/or replacement of OBCS should integrate with the automated, cloud-based VMS solution to the greatest extent possible.

## 1. PROJECT SCOPE

Video Management System - The Video Management System (VMS) Project will procure, install and operationalize an automated, cloud-based solution for identifying, labeling and distributing requested video segments/events. The solution will integrate with the existing On-Board Camera Systems (OBCS) infrastructure. Future updating and/or replacement of OBCS should integrate with the automated, cloud-based VMS solution to the greatest extent possible.

# Capital Appropriation Proposal



**NARRATIVES** TDC VIDEO MGMT SYSTEM 1139359

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

BUS FLEET: Industry experience shows that On-Board Camera Systems (OBCS) contribute to effective risk management associated with the operation of public transportation services; enhance operator and passenger perception of safety and security; and improve the outcome of incident investigations. Most Metro Transit coaches are equipped with OBCS and Digital Video Recorder (DVR) networks, with installations continuing until the entire fleet is outfitted.
Despite having an active OBCS program, Metro still lacks automation for securing, distributing and managing requested video segments/events, and relies on completely manual processes for this work. Today, Metrós Operations Security Liaison (OSL) or his designee physically travels to a coach, located at one of seven bases. The OSL then swaps out the removable hard drive on the digital video recorder (DVR). Once back at the office, the OSL connects the extracted hard drive to a computer, where video event/segment creation, labeling and distribution occurs. Chain of custody also is managed manually. Not only is this processes highly dependent upon the availability of skilled staff, it is also unsustainable, given the ever-increasing size of Metrós fleet and service area.
There is additional downstream inefficiency: Given the number of video files requested each day, and given the amount of time it takes to physically retrieve each file, Metro personnel do not have time to review the captured video in a way that creates the smallest video segment possible. In other words, an overly long video file is created and distributed, thereby pushing the more surgical analysis downstream to requestors; many of whom are (more highly paid) County staff who then have to spend an hour or more searching through the file.
A final grave deficiency in the current system is a lack of automated health monitoring for camera and video infrastructure. OBCS malfunctions are typically identified during monthly inspections performed by Metro's Vehicle Maintenance (VM) group, but this is a delayed and reactive approach. The very worst case scenario also occurs when the OSL discovers during the process of retrieving requested video that a DVR has not been functioning for some time - this constitutes serious risk exposure for Metro.

FIXED STRUCTURES: Video cameras exist in many Transit buildings and bases. These cameras are analog and approaching end of life. Metro intends to be strategic with long-term technology planning. Therefore, this project also will perform planning and analysis to validate the functional requirements and scope of a future project to replace building cameras. The video management solution chosen for the bus fleet must be transferrable to fixed structures, so that Transit eventually reduces its technological footprint and long-term operating costs.

Office of Risk Management performed a cost vs. benefit analysis in 2015. Summary of analysis: the camera system does correlate with a significant reduction in the total costs of claims when they do occur. We also see this in the claims costs directly. In that period, the average total cost of claims occurring in relation to coaches with cameras was about $4,600. For coaches without cameras, the cost was about $14,500. That difference of $9,900 over five years. A rough estimate of the value in liability costs to Metro is that having the cameras on the fleet of 1,600 coaches – and being able to use them in defending Metro from liability claims – reduces Metro's potential tort liabilities by approximately $3.2M per year."

## 4. PROJECT BENEFITS/OUTCOMES

A. VIDEO PRODUCTION EFFICIENCY: Video production response times to agency partners and the public will significantly reduce.

B. CORRECT INEFFICIENCY WITHIN THE GOVERNMENT: The time it takes for partner agencies to find the exact video frames needed, once they receive a video file, will significantly reduce.

C. STRATEGIC TECHNOLOGY PLANNING: By contracting with a vendor that can serve both rolling stock and fixed structures, Transit will eventually reduce its technological footprint and overhead costs associated with contract and vendor management. By also choosing an open source vendor, Transit protects its investment; if necessary, individual components can be swapped out without replacing the whole system.

# Capital Appropriation Proposal



**NARRATIVES** TDC VIDEO MGMT SYSTEM 1139359

## 5. BUDGET REQUEST BASIS

The project is requesting a new appropriation for planning, preliminary design, final design, development and implementation, and closeout. These costs are estimated based on the basic requirements from stakeholders, vendor research results, input from technical staff, and prior project experience. The 2019-2020 project was not estimated or planned in the appropriate detail and was also not planned within the Transit Technology Project Management Group. During the preliminary design phase, if Metro requirements can be met using an existing County solution, the project can skip the final design phase and the cost of the development and implementation Phase can be reduced. Costs estimated to be $300,000 for External QA will be requested from contingency.

## 6. FUNDING AND REVENUE DISCUSSION

It is assumed that this project will be funded from the MTD Capital Technology fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Estimated O&M costs ($2,632,935) come from 10 year lifecycle cost analysis performed by MTD after a demanding RFI process. Specifically, they are Y5 estimates from that analysis, approximating the average cost over 10 years. These cost estimates assume replacement of camera and DVR components at absolute intervals, based on vendor recommendations. However, with health monitoring - which is a core solution requirement - it is conceivable that parts wouldn't be replaced until the solution provides an alert; or at least at greater intervals, because we would have the data to know the precise lifespan of components. In other words, the annual O&M cost shown on Tab 3 could very possibly be high estimates.

## 8. PROJECT STATUS

New request.

## 9. ALTERNATIVES ANALYSIS

An earlier version of this project (grossly under-funded for the 19-20 biennium) performed a thorough RFI, the results from which apply to this proposed project. Through that RFI process, the project Steering Committee grappled with the option of staying with Transit's proprietary camera and DVR manufacturer (Apollo Video) for a VMS, or moving to an open source platform. Steering Committee ultimately prioritized open source, as well as solutions that can be applied to fixed structures (transit centers and various buildings). Apollo meets neither of these priorities.

## 10. OTHER AGENCY INVOLVEMENT

Office of Risk Management Services (ORMS), the Prosecuting Attorney Office (PAO) and various law and social justice (LSJ) agencies all frequently request video from transit coaches. Today, ORMS must triage video requests because Metro Transit does not have the capacity to create all the video needed.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An EIR review has already been completed in the context of the previous, under-funded 2019-2020 effort. Nevertheless, we will follow up on those preliminary findings during the planning stage to evaluate previously-identified and any potential new impacts (both positive and negative) that may result from implementing a Video Management System.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

**NARRATIVES** TDC VIDEO MGMT SYSTEM 1139359

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Critical Success Factors:
1.) Work with KCIT to determine this this should be an KC enterprise solution (FMD/WTD/others might have a similar need). KCIT is doing an IT project for a digital evidence management system. Look into complementarities.
2.) Look for what other Transit agencies across the country are using. Looking at a lifecycle cost is fine, but we need to do a thorough look for a lowest cost solution.
3.) Be deliberate how data is to be used. Complete an EIR and work with OESJ if necessary.
4.) Measures need to include a reduction/repurposing of the current temporary staff as well as some measure of a reduction in time to obtain needed video snippets.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

This project aligns to multiple objectives in the King County Strategic Information Technology Plan, including:

A. Connected Data: Data from the VMS can be efficiently created and distributed to evaluate customer complaints, respond to public records requests, and support claims, legal proceedings and law enforcement investigations involving Metro.

B. Connected Government: A VMS will deliver efficient harvest and distribution of high quality digital records to meet the needs of multiple county and city governments investigating claims and security events involving Metro.

## 16. PROJECT COMPLEXITY

Using the project complexity tool, the VMS Project scores on the right side, in the lower quadrant. From a business POV, this project delivers a straightforward change and set of improvements that are very easy to adopt. From a technology POV, there are significant networking and file download complexities. Pertinent project complexities include: 1) In order for the VMS Project to execute, Next Generation Wireless (NGW) infrastructure must be in place; and 2) the VMS will have a phased roll out. In addition to Transit security, component installation by VMS will be a major portion of the project.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

Metro has a very well-staffed Technology Project Management Group with multiple project managers capable of executing a project with this level of complexity. There is also a long history of Transit's Vehicle Maintenance Division supporting the installation of hardware across the Metro fleet.

## 18. PROJECT RISKS

1. Apollo Video has very recently announced that, starting in approximately 2022, it will only bid/install digital cameras for new coaches purchased into the fleet. Current project budget estimates do not include camera replacement, because we have proven in a POC that the analog cameras currently deployed across the Transit fleet can be re-used in an Open Source environment. So, to the extent that we have digital cameras in our fleet at the time of project execution, there could be a need for additional funding to replace those digital cameras.

2. It will be extremely important to choose a VMS vendor that is large and experienced enough to deal with Metro's 24x7 and large-fleet customer service needs.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC INCALL ACTIVE CALL DIST 1139360

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 03/31/25 | $0 | $0 | $0 | $93,056 | $93,056 |
| **2 Preliminary Design** 04/01/25 - 07/29/25 | $0 | $0 | $0 | $126,111 | $126,111 |
| **3 Final Design** 07/30/25 - 12/26/25 | $0 | $0 | $0 | $112,222 | $112,222 |
| **4 Implementation** 12/27/25 - 10/22/26 | $0 | $0 | $0 | $146,111 | $146,111 |
| **5 Closeout** 10/23/26 - 12/31/26 | $0 | $0 | $0 | $22,501 | $22,501 |
| **6 Acquisition** 04/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$500,000** | **$500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $500,000 | $500,000 |
| **Total Revenue** | **$0** | **$0** | **$500,000** | **$500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC INCALL ACTIVE CALL DIST 1139360

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $93,056 | $93,056 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $126,111 | $126,111 |
| 3 Final Design | $0 | $0 | $0 | $0 | $112,222 | $112,222 |
| 4 Implementation | $0 | $0 | $0 | $0 | $146,111 | $146,111 |
| 5 Closeout | $0 | $0 | $0 | $0 | $22,501 | $22,501 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$500,000** | **$500,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $93,056 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $126,111 | $0 | $0 | $0 |
| 3 Final Design | $0 | $112,222 | $0 | $0 | $0 |
| 4 Implementation | $0 | $146,111 | $0 | $0 | $0 |
| 5 Closeout | $0 | $22,501 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$500,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC INCALL ACTIVE CALL DIST 1139360

## Current Scope

Incall Active Call Distribution - This project will upgrade the software that distributes customer calls through the Metro Customer Service call center.

## 1. PROJECT SCOPE

Incall Active Call Distribution - This project will upgrade the software that distributes customer calls through the Metro Customer Service call center.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC INCALL ACTIVE CALL DIST 1139360

## 3. PROJECT JUSTIFICATION

Software is nearing end-of-life and needs to be upgraded for business continuity.

## 4. PROJECT BENEFITS/OUTCOMES

The Customer Communications and Services work group can continue to support Metro customers without risk of software interruptions.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

This project is an upgrade to an existing system. Alternative Analysis was undertaken as part of the original implementation project.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MOB TICKET UPDATES 1139361

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/31/23 | $0 | $0 | $250,049 | $0 | $250,049 |
| **2 Preliminary Design** 04/01/23 - 07/29/23 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 07/30/23 - 12/26/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 12/27/23 - 12/21/24 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 12/22/24 - 02/19/25 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/23 - 01/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$250,049** | **$0** | **$250,049** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $27,449 | $0 | $27,449 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $222,600 | $0 | $222,600 |
| **Total Revenue** | **$0** | **$250,049** | **$0** | **$250,049** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MOB TICKET UPDATES 1139361

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $250,049 | $0 | $250,049 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$250,049** | **$0** | **$250,049** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $250,049 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$250,049** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC MOB TICKET UPDATES 1139361

## Current Scope

Mobile Ticketing Updates - Identify, assess, prioritize and implement updates to the Mobile Ticketing services. Updates include, but should not be limited to, new language options, improved user experience, additional business partnership capabilities, integration testing for third party as well as King County systems.

## 1. PROJECT SCOPE

Mobile Ticketing Updates - Identify, assess, prioritize and implement updates to the Mobile Ticketing services. Updates include, but should not be limited to, new language options, improved user experience, additional business partnership capabilities, integration testing for third party as well as King County systems.

# Capital Appropriation Proposal



**NARRATIVES** TDC MOB TICKET UPDATES 1139361

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project will address several business needs including inefficiency, data management, and possibly risk to Next Gen ORCA including,
1. Major even and tourism industry partners and business customers want to remotely provide one-time transportation to customer and have no way to do so in the ORCA system; mobile tickets work well if the bulk management and recall features offered by the vendor are enabled.
2. Individual customers using mobile ticketing for one-time or infrequent travel, and new customers using mobile tickets as a gateway to ORCA, would be able to more easily and conveniently access fare media.
3. The Next Gen ORCA agencies and the City of Seattle both need to begin testing and learning about mobility-as-a-service applications, including specifically how 3rd party sales and integrations will be handled.
4. Protects against possible delays in Next Gen deliver.

## 4. PROJECT BENEFITS/OUTCOMES

Benefits will need to be very clearly defined given the temporary nature of mobile ticket app.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

This project implements improvements to an existing system. The project will evaluate alternatives to specific improvements as part of project scope.

## 10. OTHER AGENCY INVOLVEMENT

Transit partners, private business partners

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC MOB TICKET UPDATES 1139361

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MOB RR ACTIVE SRVS MGMT 1139362

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 02/14/23 | $0 | $0 | $121,111 | $0 | $121,111 |
| **2 Preliminary Design** 02/15/23 - 06/14/23 | $0 | $0 | $187,222 | $0 | $187,222 |
| **3 Final Design** 06/15/23 - 12/06/23 | $0 | $0 | $247,222 | $0 | $247,222 |
| **4 Implementation** 12/07/23 - 11/30/24 | $0 | $0 | $262,222 | $0 | $262,222 |
| **5 Closeout** 12/01/24 - 12/31/24 | $0 | $0 | $32,223 | $0 | $32,223 |
| **6 Acquisition** 02/15/23 - 02/15/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$850,000** | **$0** | **$850,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $850,000 | $0 | $850,000 |
| **Total Revenue** | **$0** | **$850,000** | **$0** | **$850,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MOB RR ACTIVE SRVS MGMT 1139362

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $121,111 | $0 | $121,111 |
| 2 Prelim Design | $0 | $0 | $0 | $187,222 | $0 | $187,222 |
| 3 Final Design | $0 | $0 | $0 | $247,222 | $0 | $247,222 |
| 4 Implementation | $0 | $0 | $0 | $262,222 | $0 | $262,222 |
| 5 Closeout | $0 | $0 | $0 | $32,223 | $0 | $32,223 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$850,000** | **$0** | **$850,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $121,111 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $187,222 | $0 | $0 | $0 |
| 3 Final Design | $0 | $247,222 | $0 | $0 | $0 |
| 4 Implementation | $0 | $262,222 | $0 | $0 | $0 |
| 5 Closeout | $0 | $32,223 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$850,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC MOB RR ACTIVE SRVS MGMT 1139362

## Current Scope

Current Scope: RapidRide Active Service Management - RapidRide is Metro's solution to Bus Rapid Transit. Customers expect a high-level of service from the RapidRide branded service, including trips on a published interval. Active Service Management will allow Metro to manage the service as customers expect, based on frequency of service and intervals between trips.

## 1. PROJECT SCOPE

Current Scope: RapidRide Active Service Management - RapidRide is Metro's solution to Bus Rapid Transit. Customers expect a high-level of service from the RapidRide branded service, including trips on a published interval. Active Service Management will allow Metro to manage the service as customers expect, based on frequency of service and intervals between trips.

# Capital Appropriation Proposal



**NARRATIVES** TDC MOB RR ACTIVE SRVS MGMT 1139362

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

RapidRide service is most effectively managed through Active Service Management. This project will allow Metro to deliver the service without having to work around the current method of service planning and management with is not aligned with the way RapidRide is operated.

## 4. PROJECT BENEFITS/OUTCOMES

Managing the RapidRide service will be aligned with how it is intended to be operated. Transit Control Center Coordinators will have more information and tools with which to manage this service.

## 5. BUDGET REQUEST BASIS

here is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

Alternative Analysis will be performed as part of the scope of the project.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** TDC MOB RR ACTIVE SRVS MGMT 1139362

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 2025 RTIS REFRESH 1139364

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2027 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 03/31/25 | $0 | $0 | $0 | $126,111 | $126,111 |
| **2 Preliminary Design** 04/01/25 - 07/29/25 | $0 | $0 | $0 | $448,333 | $448,333 |
| **3 Final Design** 07/30/25 - 12/26/25 | $0 | $0 | $0 | $498,333 | $498,333 |
| **4 Implementation** 12/27/25 - 12/21/26 | $0 | $0 | $0 | $540,555 | $540,555 |
| **5 Closeout** 12/22/26 - 02/19/27 | $0 | $0 | $0 | $22,383 | $22,383 |
| **6 Acquisition** 04/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$1,635,715** | **$1,635,715** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $1,635,715 | $1,635,715 |
| **Total Revenue** | **$0** | **$0** | **$1,635,715** | **$1,635,715** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC 2025 RTIS REFRESH 1139364

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $126,111 | $126,111 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $448,333 | $448,333 |
| 3 Final Design | $0 | $0 | $0 | $0 | $498,333 | $498,333 |
| 4 Implementation | $0 | $0 | $0 | $0 | $540,555 | $540,555 |
| 5 Closeout | $0 | $0 | $0 | $0 | $3,731 | $3,731 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$1,617,063** | **$1,617,063** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $126,111 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $448,333 | $0 | $0 | $0 |
| 3 Final Design | $0 | $498,333 | $0 | $0 | $0 |
| 4 Implementation | $0 | $540,555 | $0 | $0 | $0 |
| 5 Closeout | $0 | $22,383 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,635,715** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC 2025 RTIS REFRESH 1139364

## Current Scope

2025 Real Time Information Signs (RTIS) Refresh - The project will evaluate technology available for Real Time Information Signs, and implement a solution that best meets the county's needs.

## 1. PROJECT SCOPE

2025 Real Time Information Signs (RTIS) Refresh - The project will evaluate technology available for Real Time Information Signs, and implement a solution that best meets the county's needs.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC 2025 RTIS REFRESH 1139364

## 3. PROJECT JUSTIFICATION

Metro customers depend upon information delivered through RTIS to inform ridership. The RTIS signs in place are nearing end of life, and new signs are no longer available if expansion or replacement is needed.

## 4. PROJECT BENEFITS/OUTCOMES

This project will implement a solution for RTIS that is consistent across the service area, delivering critical real-time customer information to Metro riders.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

An alternative analysis effort will be undertaken within the scope of the project.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC TRAPEZE REFRESH 1139365

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/21/23 | $0 | $0 | $37,889 | $0 | $37,889 |
| **2 Preliminary Design** 03/22/23 - 07/09/23 | $0 | $0 | $137,722 | $0 | $137,722 |
| **3 Final Design** 07/10/23 - 01/25/24 | $0 | $0 | $182,222 | $0 | $182,222 |
| **4 Implementation** 01/26/24 - 11/01/24 | $0 | $0 | $620,272 | $0 | $620,272 |
| **5 Closeout** 11/02/24 - 12/31/24 | $0 | $0 | $21,896 | $0 | $21,896 |
| **6 Acquisition** 03/22/23 - 03/22/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,000,000** | **$0** | **$1,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,000,000 | $0 | $1,000,000 |
| **Total Revenue** | **$0** | **$1,000,000** | **$0** | **$1,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TRAPEZE REFRESH 1139365

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $37,889 | $0 | $37,889 |
| 2 Prelim Design | $0 | $0 | $0 | $137,722 | $0 | $137,722 |
| 3 Final Design | $0 | $0 | $0 | $182,222 | $0 | $182,222 |
| 4 Implementation | $0 | $0 | $0 | $620,272 | $0 | $620,272 |
| 5 Closeout | $0 | $0 | $0 | $21,896 | $0 | $21,896 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,000,000** | **$0** | **$1,000,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $37,889 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $137,722 | $0 | $0 | $0 |
| 3 Final Design | $0 | $182,222 | $0 | $0 | $0 |
| 4 Implementation | $0 | $620,272 | $0 | $0 | $0 |
| 5 Closeout | $0 | $21,896 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC TRAPEZE REFRESH 1139365

## Current Scope

Trapeze Refresh - This project is the trapeze Refresh used for Access paratransit scheduling.

## 1. PROJECT SCOPE

Trapeze Refresh - This project is the trapeze Refresh used for Access paratransit scheduling.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Refresh needed every 4-5 years

# Capital Appropriation Proposal



**NARRATIVES** TDC TRAPEZE REFRESH 1139365

## 4. PROJECT BENEFITS/OUTCOMES

Maintain service

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

This project is an upgrade to an existing system. Alternative Analysis was undertaken as part of the original implementation project.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BUS OPS TCC REBUILD 1139366

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 12/31/23 | $0 | $0 | $3,533,307 | $0 | $3,533,307 |
| **2 Preliminary Design** 01/01/24 - 12/30/24 | $0 | $0 | $3,238,122 | $0 | $3,238,122 |
| **3 Final Design** 12/31/24 - 05/29/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/30/25 - 05/24/26 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 05/25/26 - 07/23/26 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/24 - 01/01/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$6,771,429** | **$0** | **$6,771,429** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $6,771,429 | $0 | $6,771,429 |
| **Total Revenue** | **$0** | **$6,771,429** | **$0** | **$6,771,429** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BUS OPS TCC REBUILD 1139366

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $3,533,307 | $0 | $3,533,307 |
| 2 Prelim Design | $0 | $0 | $0 | $3,238,122 | $0 | $3,238,122 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$6,771,429** | **$0** | **$6,771,429** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,533,307 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $3,238,122 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,771,429** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC BUS OPS TCC REBUILD 1139366

## Current Scope

Bus Operations Transit Control Center (TCC) Rebuild - Expand and modernize the TCC to support increased service and active service management of RapidRide. This project will assess, procure, and implement the technology - networking, hardware, software - to support the Transit Control Center including modernized systems, additional CAD stations to accommodate expanding services, and backup CAD stations for testing and training.

## 1. PROJECT SCOPE

Bus Operations Transit Control Center (TCC) Rebuild - Expand and modernize the TCC to support increased service and active service management of RapidRide. This project will assess, procure, and implement the technology - networking, hardware, software - to support the Transit Control Center including modernized systems, additional CAD stations to accommodate expanding services, and backup CAD stations for testing and training.

# Capital Appropriation Proposal



**NARRATIVES** TDC BUS OPS TCC REBUILD 1139366

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The TCC manages the number one life-safety system for Metro, ITCS, which ensures operators can request and receive help in an emergency. As built, the existing TCC has one of the highest coordinator to bus ratios in the nation, increasing stress and risk of error. Metro has committed to continuing to add still more service in the Metro Plan. The 10 existing CADs are unable to accommodate additional growth or any single CAD station outage. The building and equipment are aging and not designed for coordinator communication and a scalable call center and will not support more coordinators as currently configured. Essential Service - The TCC is an emergency response center for Metro delivering essential services to operators and the public.

## 4. PROJECT BENEFITS/OUTCOMES

King County and the public benefit from this project. This project will protect the current level of service and allow the TCC to provide active service management to RapidRide routes. Expanding the TCC will increase efficiencies in active service management, improve incident response, and provide for more effective use of resources. The project also replaces old technology with better equipment that will allow coordinators to work more efficiently by ensuring better communication, access to information, and creating a better workspace.

1) Cost Avoidance: More effective response to service calls reduce Metro's liability.
2) Active Service Management: Enables the TCC to become more proactive in managing service.
3) Emergency management: Additional space will allow a chief to have a CAD on the floor and provide for better overall event coordination, increased real-time training opportunities and policy compliance.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

An Alternative Analysis will be performed within the scope of the project.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC BUS OPS TCC REBUILD 1139366

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC IB BEB CHRGNG DEPT 1139367

MPA Reporting, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/13/2025 |
| **Location** | TBD |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 09/27/21 | $0 | $692,758 | $0 | $0 | $692,758 |
| **2 Preliminary Design** 09/28/21 - 06/24/22 | $0 | $2,765,154 | $0 | $0 | $2,765,154 |
| **3 Final Design** 06/25/22 - 12/16/23 | $0 | $1,640,592 | $7,473,184 | $0 | $9,113,776 |
| **4 Implementation** 12/17/23 - 12/13/25 | $0 | $0 | $21,613,304 | $33,347,392 | $54,960,695 |
| **5 Closeout** 12/14/25 - 02/11/26 | $0 | $0 | $0 | $51,820 | $51,820 |
| **6 Acquisition** 09/28/21 - 12/26/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$5,098,503** | **$29,086,488** | **$33,399,212** | **$67,584,203** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $50,475 | $307,271 | $333,992 | $691,738 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $5,098,503 | $29,086,488 | $33,399,212 | $67,584,203 |
| **Total Revenue** | **$5,098,503** | **$29,086,488** | **$33,399,212** | **$67,584,203** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC IB BEB CHRGNG DEPT 1139367

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $692,758 | $0 | $0 | $692,758 |
| 2 Prelim Design | $0 | $0 | $2,765,154 | $0 | $0 | $2,765,154 |
| 3 Final Design | $0 | $0 | $1,640,592 | $7,473,184 | $0 | $9,113,776 |
| 4 Implementation | $0 | $0 | $0 | $21,613,304 | $33,347,392 | $54,960,695 |
| 5 Closeout | $0 | $0 | $0 | $0 | $51,820 | $51,820 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$5,098,503** | **$29,086,488** | **$33,399,212** | **$67,584,203** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $692,758 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $2,765,154 | $0 | $0 | $0 |
| 3 Final Design | $0 | $9,113,776 | $0 | $0 | $0 |
| 4 Implementation | $0 | $54,960,695 | $0 | $0 | $0 |
| 5 Closeout | $0 | $51,820 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$67,584,203** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $692,758 | $692,758 | $0 |
| 2 Preliminary Design | $0 | $2,765,154 | $2,765,154 | $0 |
| 3 Final Design | $0 | $1,640,592 | $1,640,592 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,098,504** | **$5,098,504** | **$0** |

**NARRATIVES** TDC IB BEB CHRGNG DEPT 1139367

## Current Scope

Interim Base Bus Charging - This project will develop and build the charging infrastructure to support operations of 105 Battery Electric Buses (BEB). The project will build the required infrastructure at the interim base. This project will install electrical equipment including transformers, switchgear, chargers, cabling, charging connectors, etc. The project will include design, procurement, implementation, and commissioning of the elements of the charging infrastructure for the facility.

## 1. PROJECT SCOPE

Interim Base Bus Charging - This project will develop and build the charging infrastructure to support operations of 105 Battery Electric Buses (BEB). The project will build the required infrastructure at the interim base. This project will install electrical equipment including transformers, switchgear, chargers, cabling, charging connectors, etc. The project will include design, procurement, implementation, and commissioning of the elements of the charging infrastructure for the facility.

# Capital Appropriation Proposal



**NARRATIVES** TDC IB BEB CHRGNG DEPT 1139367

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

With the directive from the Executive to be a 100% Zero Emission Fleet by 2040, new bases must be either built with provisions for electric bus charging or to support future conversion and existing facilities converted to add charging equipment. To support an order of 105 BEBs, equipment is required to support the fleet to meet the 2040 electrification goal. The 105 buses by the 2025/2026 timeframe is aligned with the required replacement schedule for existing diesel hybrids.

## 4. PROJECT BENEFITS/OUTCOMES

The project will deliver electrical infrastructure at a facility to adequately charge battery electric buses to meet anticipated service needs for the battery electric bus fleet operating out of the base.

## 5. BUDGET REQUEST BASIS

The request is based on estimates of costs required to complete the charging infrastructure at the Interim Base to support charging infrastructure. This budget request funds design to support procurement and installation of the electrical equipment, chargers, structural supports, charge connectors and charge management elements to successfully operate battery electric buses out of the base.

## 6. FUNDING AND REVENUE DISCUSSION

Moving forward with this project is dependent on funding availability, through grants or other sources. It will not move forward without additional source of funding.

## 7. OPERATING BUDGET AND OTHER IMPACTS

BEB operations are expected to have lower fuel and maintenance costs (excluding battery replacement) compared to diesel or diesel hybrid operations. There may be a need for additional dispatch and yard personnel to hostel electric buses for charging needs. As more sophisticated fleet management technology develops this need may be reduced.

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

Alternatives were considered as part of the feasibility analysis to identify the most lifecycle cost efficient and feasible solution to provide charging.

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Electric bus operations are expected to provide the benefits of less air pollution, less noise, less particulate and local job opportunities and benefit vulnerable populations.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Zero emission bus operations are a key component of King County's SCAP greenhouse gas reduction efforts, and this facility supports Metro's progress towards the King County goal of achieving a zero emission bus fleet by 2040.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC IB BEB CHRGNG DEPT 1139367

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CAP DRAWING MGMT 1139368

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2021 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 02/01/21 - 04/01/21 | $0 | $80,024 | $0 | $0 | $80,024 |
| **2 Preliminary Design** 04/02/21 - 08/29/21 | $0 | $171,135 | $0 | $0 | $171,135 |
| **3 Final Design** 08/30/21 - 03/17/22 | $0 | $462,136 | $0 | $0 | $462,136 |
| **4 Implementation** 03/18/22 - 11/22/22 | $0 | $806,389 | $0 | $0 | $806,389 |
| **5 Closeout** 11/23/22 - 12/22/22 | $0 | $330,717 | $0 | $0 | $330,717 |
| **6 Acquisition** 04/02/21 - 04/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,850,400** | **$0** | **$0** | **$1,850,400** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,850,400 | $0 | $0 | $1,850,400 |
| **Total Revenue** | **$1,850,400** | **$0** | **$0** | **$1,850,400** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC CAP DRAWING MGMT 1139368

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $80,024 | $0 | $0 | $80,024 |
| 2 Prelim Design | $0 | $0 | $171,135 | $0 | $0 | $171,135 |
| 3 Final Design | $0 | $0 | $462,136 | $0 | $0 | $462,136 |
| 4 Implementation | $0 | $0 | $806,389 | $0 | $0 | $806,389 |
| 5 Closeout | $0 | $0 | $330,717 | $0 | $0 | $330,717 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,850,400** | **$0** | **$0** | **$1,850,400** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $80,024 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $171,135 | $0 | $0 | $0 |
| 3 Final Design | $0 | $462,136 | $0 | $0 | $0 |
| 4 Implementation | $0 | $806,389 | $0 | $0 | $0 |
| 5 Closeout | $0 | $330,717 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,850,400** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $80,024 | $80,024 | $0 |
| 2 Preliminary Design | $0 | $171,135 | $171,135 | $0 |
| 3 Final Design | $0 | $462,136 | $462,136 | $0 |
| 4 Implementation | $0 | $806,389 | $806,389 | $0 |
| 5 Closeout | $0 | $330,717 | $330,717 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,850,401** | **$1,850,401** | **$0** |

**NARRATIVES** TDC CAP DRAWING MGMT 1139368

## Current Scope

Capital Division Electronic Drawing Management System (EDMS) – Replace existing, unsupported EDMS Kinnosa (software company First Trace bankrupted 3 years ago) with Blue Cielo, which is being used by other County departments, to manage Metro Transit's permanent facilities electronic design and engineering records including CADD files, along with related construction and legal documents.

## 1. PROJECT SCOPE

Capital Division Electronic Drawing Management System (EDMS) – Replace existing, unsupported EDMS Kinnosa (software company First Trace bankrupted 3 years ago) with Blue Cielo, which is being used by other County departments, to manage Metro Transit's permanent facilities electronic design and engineering records including CADD files, along with related construction and legal documents.

## 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** TDC CAP DRAWING MGMT 1139368

## 3. PROJECT JUSTIFICATION

CPD Engineering Records Center (CPD-ERC) has been historically responsible for storing hardcopy and electronic facility project records. Engineering design and As-Builts documents including CADD drawings are named permanent records in the King County Records Retention Schedule for the life of the facility plus seven years. Both hardcopy and electronic files need protection to last the duration of their retention because of the Mandatory Regulatory Requirements.

CPD-ERC has had an EDMS, Kinnosa, to safe-keep up to 50,000 to 60,000 and ever increasing number of electronic engineering CADD files for over 20 years. The company coded and supporting Kinnosa, First Trace, went bankrupt in 2017 and it ceased providing technical support and upgrades required to keep up with fast evolving CADD technology and Microsoft Windows operating systems. CPD-ERC has used various work-around schemes to keep the EDMS afloat but these schemes have become unsustainable as CADD and Windows OS have changed significantly in the last few years. The work-around schemes were developed and maintained by one Records Manager without a second technical person who knows the system enough to be the backup in performing these functions. Without a timely replacement of a vibrant EDMS, the permanent records stored in Kinnosa could become more difficult to update and retrieve. An analogy is that these permanent documents are stored in a very secured vault with the access key being misplaced. Thus, Transit is in position where the mandatory requirements for stored documents are not met.

A robust EDMS, like Blue Cielo, which is being supported and maintained by a financially sound company Accruent, and is currently used by other County departments, will provide a reliable solution to safeguard Transit's valuable permanent electronic assets. Blue Cielo is on par with current CADD technology and Microsoft Windows OS. It also enables enhanced and intuitive archival and retrieval of CADD files and makes renditions available to other Transit divisions and outside consultants. This EDMS will also provide critical backbone for the agency to maintain existing facilities in the state of good repair and to provide accurate facility drawings for future capital projects and will ensure compliance with the state's archiving regulations

## 4. PROJECT BENEFITS/OUTCOMES

Engineering has had a Drawing Management System (DMS) in place for 20 years and has proved itself to be extremely valuable in referencing past construction as built in the process of design and construction and facility maintenance. The current system, Kinnosa, is no longer usable because the company maintaining the system suddenly went out of business several years ago. Kinnosa had already become out of date and impossible to handle newer CADD technologies such as 3D/BIM. The new system would have technology current with design tools used now as well as offer the best in storage, retrieval, security and improved workflow.

Engineering also uses the network share CAD_Folders for work-in-progress design projects and has turned into the repository for recent as built drawings. The share, however, is open and files can be deleted, moved or modified.

The current Windows server that Kinnosa runs on has an outdated OS – Windows Server 2008R2. It's maintenance has been extended a year ending sometime in 2020 before deletion.

Implementing a new EDMS would also allow KCT to be in compliance with state archiving requirements. Benefits have been achieved when the following have been achieved:

- Project design drawings and related documents are logically organized and secure.
- Archive drawings are protected and organized and available to Transit staff.
- CADD files and other documents are not deleted, moved or modified without approval.

## 5. BUDGET REQUEST BASIS

Metro's existing EDMS vendor went out of business three years ago, leaving the agency with an antiquated system that is not sustainable and stable. The amount of this request is based on information from WTD and Transit's experience in running a similar EDMS in the last 20 years. The budget will provide the costs in acquiring the software server, client license seats, training of administrators and end users, uploading/conversion of the existing files to the new system, and KCIT's involvement in implementing and full deployment of the software. The amount of this request includes additional work to transferr data from the current system to the new system.

# Capital Appropriation Proposal



**NARRATIVES** TDC CAP DRAWING MGMT 1139368

## 6. FUNDING AND REVENUE DISCUSSION

Funding will have to be provided through CIP. There is no revenue associated with the implementation of this system.

## 7. OPERATING BUDGET AND OTHER IMPACTS

It is expected that the operating budget for this system will be around $100k/ year.

## 8. PROJECT STATUS

Proposal stage

## 9. ALTERNATIVES ANALYSIS

Alternative analysis will be performed in the first phase of the project.

## 10. OTHER AGENCY INVOLVEMENT

KCIT will be involved in the implementation of this system.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Critical Success Factors:
1.) MTD should work with WTD to ensure best pricing.
2.) Describe how risks to current system will be managed until the new system is in place.
3.) Leverage WTD's EIR for useful information.
4.) Provide more specific benefits and targets (draw on experiences from WTD).
5.) Minimize customization; not for new implementation.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

Connected Data and Connected Government.
Data integrity and data security. Access to EDMS will be password controlled and only authorized end users will be able to access facilities CADD files. The EDMS stored drawings including detailed systems of the Downtown Seattle Transit Tunnel, secured access of such information is crucial to King County strategic IT objectives as DSTT could be a high value terrorist target.

## 16. PROJECT COMPLEXITY

Medium as a similar system was already implemented in the County, yet the characteristics of Transit implementation may be different.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

Metro has the capacity to implement such system with the involvement of KCIT and the Vendor.

## 18. PROJECT RISKS

The risks for implementing this system are low, as a similar system was implemented successfully by WWD, and Metro intends to use the same vendor and KCIT.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SAB ELECTRIFICATION 1139369

MPA Reporting, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/21/2027 |
| **Location** | 11911 E Marginal Way S |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 06/29/21 | $0 | $298,790 | $0 | $0 | $298,790 |
| **2 Preliminary Design** 06/30/21 - 06/29/22 | $0 | $4,972,758 | $0 | $0 | $4,972,758 |
| **3 Final Design** 06/30/22 - 12/25/24 | $0 | $10,323,021 | $240,935 | $0 | $10,563,956 |
| **4 Implementation** 12/26/24 - 06/23/27 | $0 | $0 | $184,894 | $22,522,519 | $22,707,414 |
| **5 Closeout** 06/24/27 - 09/21/27 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 06/30/21 - 06/30/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$15,594,568** | **$425,829** | **$22,522,519** | **$38,542,916** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $154,386 | $4,258 | $225,226 | $383,870 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $15,594,568 | $425,829 | $22,522,519 | $38,542,916 |
| **Total Revenue** | **$15,594,568** | **$425,829** | **$22,522,519** | **$38,542,916** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SAB ELECTRIFICATION 1139369

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $298,790 | $0 | $0 | $298,790 |
| 2 Prelim Design | $0 | $0 | $4,972,758 | $0 | $0 | $4,972,758 |
| 3 Final Design | $0 | $0 | $10,323,021 | $240,935 | $0 | $10,563,956 |
| 4 Implementation | $0 | $0 | $0 | $184,894 | $22,522,519 | $22,707,414 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$15,594,568** | **$425,829** | **$22,522,519** | **$38,542,916** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $298,790 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $4,972,758 | $0 | $0 | $0 |
| 3 Final Design | $0 | $10,563,956 | $0 | $0 | $0 |
| 4 Implementation | $0 | $28,082,505 | $0 | $0 | $0 |
| 5 Closeout | $0 | $3,743,909 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$47,661,917** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $298,790 | $298,790 | $0 |
| 2 Preliminary Design | $0 | $4,972,758 | $4,972,758 | $0 |
| 3 Final Design | $0 | $10,323,021 | $10,323,021 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$15,594,569** | **$15,594,569** | **$0** |

**NARRATIVES** TDC SAB ELECTRIFICATION 1139369

## Current Scope

South Annex Base Electrification - This project will provide charging infrastructure for up to 155 vehicles at the South Annex Base making. This project will install the remaining electrical equipment (transformers, switchgear, chargers, cabling, charging connectors, etc.) that were not installed in the original build out of the base. The project will include design, procurement, implementation, and commissioning of the charging infrastructure for South Annex Base.

## 1. PROJECT SCOPE

South Annex Base Electrification - This project will provide charging infrastructure for up to 155 vehicles at the South Annex Base making. This project will install the remaining electrical equipment (transformers, switchgear, chargers, cabling, charging connectors, etc.) that were not installed in the original build out of the base. The project will include design, procurement, implementation, and commissioning of the charging infrastructure for South Annex Base.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC SAB ELECTRIFICATION 1139369

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

With the directive from the Executive to be a 100% Zero Emission Fleet by 2040, bases must be either built with provisions for electric bus charging or be converted to add charging equipment. At South Annex Base adding bus charging equipment is required to support the fleet to meet the 2040 electrification goal.

## 4. PROJECT BENEFITS/OUTCOMES

The project will deliver electrical infrastructure to the base to adequately charge battery electric buses to meet anticipated service needs for the battery electric bus fleet operating out of the base.

## 5. BUDGET REQUEST BASIS

This budget request funds design activities to support procurement and installation of the above ground electrical equipment, chargers, structural supports, charge connectors, and charge management elements to successfully operate 155 battery electric buses out of the base.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

BEB operations are expected to have lower fuel and maintenance costs (excluding battery replacement) compared to diesel or diesel hybrid operations. There may be a need for additional dispatch and yard personnel to hostel electric buses for charging needs. As more sophisticated fleet management technology develops this need may be reduced.

## 8. PROJECT STATUS

New - The project is expected to be in the planning/predesign phase in January 2021 with the goal of catching up to the current base design and implimentation in tandem with the base construction.

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis is part of the pre-design phase. Alternatives will be developed and compared at that time.

## 10. OTHER AGENCY INVOLVEMENT

At this time it is uncertain if any other agency will be involved with this project.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Zero emission bus operations are target south King County for early implementation. South King County is identified as an area within the county with historical challenges around social justice and economic disparity. Electric bus operations are expected to provide the benefits of less air pollution, less noise, less particulate and local job opportunities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Zero emission bus operations are a key component of King County's SCAP greenhouse gas reduction efforts.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC SAB ELECTRIFICATION 1139369

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ST LYNWD LINK PSGR IMP 1139370

Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | Shoreline, Washington |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/01/21 - 12/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 12/02/21 - 05/30/22 | $0 | $336,735 | $0 | $0 | $336,735 |
| **3 Final Design** 05/31/22 - 11/26/22 | $0 | $640,707 | $0 | $0 | $640,707 |
| **4 Implementation** 11/27/22 - 08/23/23 | $0 | $2,492,004 | $0 | $0 | $2,492,004 |
| **5 Closeout** 08/24/23 - 11/21/23 | $0 | $390,831 | $0 | $0 | $390,831 |
| **6 Acquisition** 12/02/21 - 12/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$3,860,277** | **$0** | **$0** | **$3,860,277** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $38,603 | $0 | $0 | $38,603 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $919,526 | $0 | $0 | $919,526 |
| **33118 - FED TRANSIT CAP INVEST** | $2,940,751 | $0 | $0 | $2,940,751 |
| **Total Revenue** | **$3,860,277** | **$0** | **$0** | **$3,860,277** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ST LYNWD LINK PSGR IMP 1139370

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $336,735 | $0 | $0 | $336,735 |
| 3 Final Design | $0 | $0 | $640,707 | $0 | $0 | $640,707 |
| 4 Implementation | $0 | $0 | $314,872 | $2,177,133 | $0 | $2,492,004 |
| 5 Closeout | $0 | $0 | $0 | $390,831 | $0 | $390,831 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,292,313** | **$2,567,964** | **$0** | **$3,860,277** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $336,735 | $0 | $0 | $0 |
| 3 Final Design | $0 | $640,707 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,492,004 | $0 | $0 | $0 |
| 5 Closeout | $0 | $390,831 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,860,277** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $336,735 | $336,735 | $0 |
| 3 Final Design | $0 | $640,707 | $640,707 | $0 |
| 4 Implementation | $0 | $2,492,004 | $314,872 | $2,177,133 |
| 5 Closeout | $0 | $390,831 | $0 | $390,831 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,860,277** | **$1,292,314** | **$2,567,964** |

**NARRATIVES** TDC ST LYNWD LINK PSGR IMP 1139370

## Current Scope

Sound Transit Lynnwood Link Passenger Improvements - The scope of this project is to design and construct adjacent bus stop (station area) improvements at Lynnwood Link Extension station adjacent areas, specifically Shoreline North and Shoreline South stations. This includes planning passenger capital facilities in order to prioritize the customer experience and provide for seamless transit integration. Metro's capital improvements may include upgraded bus stop signs and shelters, real-time information systems, and improved pedestrian amenities such as sidewalks or lighting between the station and bus stops. This project seeks to meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts.

# Capital Appropriation Proposal



**NARRATIVES** TDC ST LYNWD LINK PSGR IMP 1139370

## 1. PROJECT SCOPE

Sound Transit Lynnwood Link Passenger Improvements - The scope of this project is to design and construct adjacent bus stop (station area) improvements at Lynnwood Link Extension station adjacent areas, specifically Shoreline North and Shoreline South stations. This includes planning passenger capital facilities in order to prioritize the customer experience and provide for seamless transit integration. Metro's capital improvements may include upgraded bus stop signs and shelters, real-time information systems, and improved pedestrian amenities such as sidewalks or lighting between the station and bus stops. This project seeks to meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Sound Transit and King County Metro are committed to delivering investments that achieve the vision of an integrated regional transit network that provides an easy and seamless customer experience. Metro staff must actively participate in the planning, design, and construction phases of Sound Transit's Lynnwood Link Extension project in order to deliver these well-designed and seamless connections between services. This is consistent with the Metro Connects vision of an integrated transportation system that connects people to opportunity, protects our environment, and knits together our growing cities.

The Region's investment in regional light rail provides an excellent opportunity to significantly expand transit ridership and mode share. Transit ridership is maximized when new services and facilities are fully integrated into existing transit services, reducing the burden to passengers who transfer between services and expand customer’s choices to take transit to desired destinations.

Following the passage of ST3 by the voters and the adoption of METRO CONNECTS by the King County Council and King County Executive, Sound Transit and King County Metro entered into a System Expansion Transit Integration Agreement(“Agreement”) in May 2018, which is the mechanism for translating these system-level values and goals into project-level coordination. The Agreement requires Sound Transit and King County Metro to collaborate on the development of standard assumptions, guidance, timing, and improved understanding for roles and responsibilities for the funding, ownership, maintenance, and operations of key operational and passenger-related transit integration elements.

## 4. PROJECT BENEFITS/OUTCOMES

The primary benefit of this program is seamless integration between Sound Transit and Metro Transit's systems, providing improved access and better connections for our customers. By participating in Sound Transit's Lynnwood Link Extension project, Metro can also position itself to use Metro capital investments more efficiently.

This project is a critical vehicle for how King County Metro and Sound Transit will work collaboratively together and support positive outcomes for users of the regional transit network. Active and engaged coordination and collaboration between staff at Sound Transit and King County Metro is essential to the success of our individual systems and for achieving our shared vision of a regionally integrated transit network that works seamlessly for our customers. Specific outcomes of this project are laid out in the principles for transit integration in capital project development:

1. Fulfill the promises of the voter-approved ST2 and ST3 plans, the King County Council-adopted Metro Connects vision, and Metro’s 10-year capital and services plan to deliver an integrated, seamless regional transit network within available resources
2. Prioritize the customer experience and the long-term community benefit when making investment decisions
3. Meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts based on the planned service opening of the Sound Transit capital project

**NARRATIVES** TDC ST LYNWD LINK PSGR IMP 1139370

## 5. BUDGET REQUEST BASIS

The budget request for 2021-2022 will fund improvements to 10 Metro bus stops total, two within the stations, four stops at Shoreline North Station, and four stops at Shoreline North Station. This is based on planning-level cost estimates for each individual improvement. Metro's Sound Transit Integration Program completed a rigorous analysis of existing and future conditions at Link and BRT stations that will open in 2023-24. The result was a list of recommended capital projects that was prioritized based on projected service levels, proximity to Link/BRT stations, and the ability to leverage investments of implementation partners such as Sound Transit and local jurisdictions. All projects are focused on improving the customer experience with a focus on safety, convenience, and equity.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the programmatic capital project 1134334 - TDC HUBS DESIGN & IMPL ($52.2M). This project is one of 7 individual capital projects making up this programmatic capital project. Project is funded in part with FTA FY2021-22 Sect. 5307 Earned Share grant funds and this project is critical in meeting Metro's ridership and customer satisfaction goals.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project supports all direct passenger facility/customer experience capital planning as well as partnership capital planning work related to transit integration with Sound Transit. Sufficiently funded, this project should not affect the operating budget. All staff time, with the exception of project coordination activities, is reimbursable per ST Integration Project 1129636, Task Order 2. This means that staff in the Mobility Division supporting this project will be able to charge to capital, not operating.
There will be marginal increases in cost for utility power and bus shelter and RTIS maintenance where applicable.

## 8. PROJECT STATUS

Metro completed cost estimates for Metro passenger facility improvements needed at ST3 Sound Transit station areas and within ¼ mile of the station areas. Metro then prioritized this list and only the highest priority projects are being proposed as part of this project due to funding constraints.

The two Sound Transit Lynnwood Link stations identified for Metro improvements are in currently under construction.
As this project is a partnership with Sound Transit, who is leading the planning, environmental review, and design of the Lynnwood Link Extension project, an alternatives analysis of the BRT stations is not part of the scope of this project. With King County Metro as an interagency partner to Sound Transit, the planning, design, and construction of the Lynnwood Link Extension project will continue with or without Metro participation. In the past, when Metro hasn't been engaged in these projects, the result has been suboptimal bus-rail transfer environments.

King County Metro worked with a consultant to create a prioritized list of Metro bus stops within 1/4 mile of two Lynnwood Link Extension stations that need capital improvement, and is moving forward with the highest-rated Metro stop pair at each station. In this case, without Metro participation, the safety and comfort of transferring riders would be poor, likely resulting in reduced ridership for both Metro and ST transit service.

**NARRATIVES** TDC ST LYNWD LINK PSGR IMP 1139370

## 9. ALTERNATIVES ANALYSIS

As this project is a partnership with Sound Transit, who is leading the planning, environmental review, and design of the Lynnwood Link Extension project, an alternatives analysis of the BRT stations is not part of the scope of this project. With King County Metro as an interagency partner to Sound Transit, the planning, design, and construction of the Lynnwood Link Extension project will continue with or without Metro participation. In the past, when Metro hasn't been engaged in these projects, the result has been suboptimal bus-rail transfer environments.

King County Metro worked with a consultant to create a prioritized list of Metro bus stops within 1/4 mile of two Lynnwood Link Extension stations that need capital improvement, and is moving forward with the highest-rated Metro stop pair at each station. In this case, without Metro participation, the safety and comfort of transferring riders would be poor, likely resulting in reduced ridership for both Metro and ST transit service.

## 10. OTHER AGENCY INVOLVEMENT

Shoreline North and Shoreline South Stations are being constructed by Sound Transit with close coordination and participation with the City of Shoreline, WSDOT, King County Metro, and other stakeholders.

Sound Transit and WSDOT set the timelines for these stations and provide technical documents for review by Metro.

Sound Transit and King County Metro have reached an agreement on the provision of Metro staff to participate in ST3 projects.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project provides critical support to the ongoing development of the regional transit system that will increase connections between housing, jobs, and critical services. Project investments align with land use policies that will bring increased access to jobs, services, and affordable housing options adjacent to transit hubs. These improvements will help facilitate access to valuable community assets including medical centers, community centers, social service facilities, employment and job training centers, and schools.
The project removes barriers to transportation access through improving the transit waiting environment and facilitating a more seamless and reliable transfer process. These barriers impact an individual's ability and willingness to use public transit, particularly individuals with disabilities and limited English proficiency. The project provides a larger, improved bus stop environment and will help streamline the pedestrian route of travel between stops and services. It provides standardized rider information, including wayfinding, electronic arrival information, and improves pedestrian circulation between Metro bus stops and Sound Transit Link Light Rail stations. The project will install bus shelters, benches, and sidewalks, and remove access barriers to transit. Additional pedestrian-scaled lighting will improve personal security at all times of the day and increase rider safety.
Additionally, passenger facility and pedestrian access improvements specifically support the Mobility Framework and Need & Speed priorities to 1) Ensure safety by providing shelters and lighting; 2) improve access to mobility options by providing safe, convenient, and accessible transfer environments; and 3) provide integrated mobility services by building new transit hubs and stations that serve multiple agencies and modes. These passenger facilities will be enhanced by outcomes from the hubs study that address barriers to transit by improving safety, efficiency, comfort, and legibility.

**NARRATIVES** TDC ST LYNWD LINK PSGR IMP 1139370

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

The Bus Stop Improvement Project will include climate impact priority areas as one of the criteria considered in project site selection and prioritization. The project has committed to ensuring that at least 10% of weather-related passenger facilities improvements are located at bus stops in climate priority areas, addressing the anticipated increase in need for shade during heat events and cover during heavy rainfall. Additionally, projects in climate priority areas will be adjusted to address climate-related issues where feasible, such as planting new street trees in areas with low tree cover.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC RB YARD LIGHT REPL 1139371

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/27/2022 |
| **Location** | 1220 4th Ave S, Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/21 - 06/01/21 | $0 | $192,678 | $0 | $0 | $192,678 |
| **4 Implementation** 06/01/21 - 03/27/22 | $0 | $2,089,395 | $0 | $0 | $2,089,395 |
| **5 Closeout** 03/28/22 - 07/25/22 | $0 | $84,677 | $0 | $0 | $84,677 |
| **6 Acquisition** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,366,751** | **$0** | **$0** | **$2,366,751** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $566,751 | $0 | $0 | $566,751 |
| **33118 - FED TRANSIT CAP INVEST** | $1,800,000 | $0 | $0 | $1,800,000 |
| **Total Revenue** | **$2,366,751** | **$0** | **$0** | **$2,366,751** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC RB YARD LIGHT REPL 1139371

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $192,678 | $0 | $0 | $192,678 |
| 4 Implementation | $0 | $0 | $2,089,395 | $0 | $0 | $2,089,395 |
| 5 Closeout | $0 | $0 | $84,677 | $0 | $0 | $84,677 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,366,751** | **$0** | **$0** | **$2,366,751** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $192,678 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,089,395 | $0 | $0 | $0 |
| 5 Closeout | $0 | $84,677 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,366,751** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $192,678 | $192,678 | $0 |
| 4 Implementation | $0 | $2,089,395 | $2,089,395 | $0 |
| 5 Closeout | $0 | $84,677 | $84,677 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,366,750** | **$2,366,750** | **$0** |

**NARRATIVES** TDC RB YARD LIGHT REPL 1139371

## Current Scope

Ryerson Base Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 1. PROJECT SCOPE

Ryerson Base Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC RB YARD LIGHT REPL 1139371

## 3. PROJECT JUSTIFICATION

The site lighting at Metro's facilities has been in place and operating since these facilities were constructed between the mid-late 1970's and about 1990. Light from the perimeter of the site/lot does not do an acceptable job of lighting the center of the bus parking yard in any of our facilities. In 2001, the requirements for lighting were inserted into the Washington Administrative Code, which requires all employers to "Provide and maintain adequate lighting for all work activities in your workplace." (WAC 296-800-210), which also states that for Non-Task areas the requirement is an average of 3 fc with the minimum level set at 1.5 fc. Metro Transit is not in compliance with the requirement above and has received a citation from Washington State Labor and Industries at East Base. This project is a proactive response to that citation with the understanding that failure to perform lighting replacements may lead to further citations, legal action, or operational challenges.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The budget estimate was generated by in house engineering analysis and a third party consultant review. The 2021-2022 funding request is expected to support design through closeout.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and FTA FY 2021 Sect. 5307 Earned Share grant funds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new project to support final design and implementation. Planning and pre-design was performed on project 1134262 TDC YARD LIGHT REPL in 2019-2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

City of Seattle

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC RB YARD LIGHT REPL 1139371

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BB YARD LIGHT REPL 1139372

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 08/20/2021 |
| **Location** | 1790 124th Ave NE, Bellevue |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/21 - 06/01/21 | $0 | $161,707 | $0 | $0 | $161,707 |
| **4 Implementation** 06/01/21 - 07/29/22 | $0 | $1,506,605 | $0 | $0 | $1,506,605 |
| **5 Closeout** 07/30/22 - 09/27/22 | $0 | $84,677 | $0 | $0 | $84,677 |
| **6 Acquisition** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,752,989** | **$0** | **$0** | **$1,752,989** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $382,989 | $0 | $0 | $382,989 |
| **33118 - FED TRANSIT CAP INVEST** | $1,370,000 | $0 | $0 | $1,370,000 |
| **Total Revenue** | **$1,752,989** | **$0** | **$0** | **$1,752,989** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BB YARD LIGHT REPL 1139372

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $161,707 | $0 | $0 | $161,707 |
| 4 Implementation | $0 | $0 | $1,506,605 | $0 | $0 | $1,506,605 |
| 5 Closeout | $0 | $0 | $84,677 | $0 | $0 | $84,677 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,752,989** | **$0** | **$0** | **$1,752,989** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $161,707 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,506,605 | $0 | $0 | $0 |
| 5 Closeout | $0 | $84,677 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,752,989** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $161,707 | $161,707 | $0 |
| 4 Implementation | $0 | $1,506,605 | $1,506,605 | $0 |
| 5 Closeout | $0 | $84,677 | $84,677 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,752,989** | **$1,752,989** | **$0** |

**NARRATIVES** TDC BB YARD LIGHT REPL 1139372

## Current Scope

Bellevue Base Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 1. PROJECT SCOPE

Bellevue Base Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** TDC BB YARD LIGHT REPL 1139372

## 3. PROJECT JUSTIFICATION

The site lighting at Metro's facilities has been in place and operating since these facilities were constructed between the mid-late 1970's and about 1990. Light from the perimeter of the site/lot does not do an acceptable job of lighting the center of the bus parking yard in any of our facilities. In 2001, the requirements for lighting were inserted into the Washington Administrative Code, which requires all employers to "Provide and maintain adequate lighting for all work activities in your workplace." (WAC 296-800-210), which also states that for Non-Task areas the requirement is an average of 3 fc with the minimum level set at 1.5 fc. Metro Transit is not in compliance with the requirement above and has received a citation from Washington State Labor and Industries at East Base. This project is a proactive response to that citation with the understanding that failure to perform lighting replacements may lead to further citations, legal action, or operational challenges.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The budget estimate was generated by in house engineering analysis and a third party consultant review. The 2021-2022 funding request is expected to support design through closeout.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and FTA FY2021 Sect. 5307 Earned Share grant funds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new project to support final design and implementation. Planning and pre-design was performed on project 1134262 TDC YARD LIGHT REPL in 2019-2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

City of Bellevue

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC BB YARD LIGHT REPL 1139372

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ST FWLE PSGR IMP 1139373

Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 3, 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/31/2023 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/02/22 - 09/28/22 | $0 | $90,065 | $0 | $0 | $90,065 |
| **3 Final Design** 09/29/22 - 03/27/23 | $0 | $173,997 | $0 | $0 | $173,997 |
| **4 Implementation** 03/28/23 - 12/22/23 | $0 | $693,142 | $0 | $0 | $693,142 |
| **5 Closeout** 12/23/23 - 03/21/24 | $0 | $110,381 | $0 | $0 | $110,381 |
| **6 Acquisition** 04/02/22 - 04/02/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,067,586** | **$0** | **$0** | **$1,067,586** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $10,676 | $0 | $0 | $10,676 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,067,586 | $0 | $0 | $1,067,586 |
| **Total Revenue** | **$1,067,586** | **$0** | **$0** | **$1,067,586** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ST FWLE PSGR IMP 1139373

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $90,065 | $0 | $0 | $90,065 |
| 3 Final Design | $0 | $0 | $89,668 | $84,329 | $0 | $173,997 |
| 4 Implementation | $0 | $0 | $0 | $693,142 | $0 | $693,142 |
| 5 Closeout | $0 | $0 | $0 | $110,381 | $0 | $110,381 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$179,734** | **$887,852** | **$0** | **$1,067,586** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $90,065 | $0 | $0 | $0 |
| 3 Final Design | $0 | $173,997 | $0 | $0 | $0 |
| 4 Implementation | $0 | $693,142 | $0 | $0 | $0 |
| 5 Closeout | $0 | $110,381 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,067,586** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $90,065 | $90,065 | $0 |
| 3 Final Design | $0 | $173,997 | $89,668 | $84,329 |
| 4 Implementation | $0 | $693,142 | $0 | $693,142 |
| 5 Closeout | $0 | $110,381 | $0 | $110,381 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,067,585** | **$179,733** | **$887,852** |

**NARRATIVES** TDC ST FWLE PSGR IMP 1139373

## Current Scope

Current Scope: Sound Transit Federal Way Link Extension Passenger Improvements - This project will improve the transfer experience for customers navigating between new Federal Way Link Extension (FWLE) rail stations and connecting Metro bus routes, including existing RapidRide lines. These projects will serve as a critical component in helping build a safe, convenient, reliable, and intuitive regional transit system that will help the County attain its ridership and customer satisfaction goals. Investments will be made at both the Kent-Des Moines, 272nd St, and FWTC stations. Improvements will include new or relocated bus stops, new shelters, benches, lighting, real-time bus arrival information, and wayfinding signs. Metro will leverage existing work being completed by Sound Transit to help reduce costs and conserve resources. This will include having implementation partners complete utility and concrete work as part of larger capital improvements associated with the opening of Link light rail.

# Capital Appropriation Proposal



**NARRATIVES** TDC ST FWLE PSGR IMP 1139373

## 1. PROJECT SCOPE

Current Scope: Sound Transit Federal Way Link Extension Passenger Improvements - This project will improve the transfer experience for customers navigating between new Federal Way Link Extension (FWLE) rail stations and connecting Metro bus routes, including existing RapidRide lines. These projects will serve as a critical component in helping build a safe, convenient, reliable, and intuitive regional transit system that will help the County attain its ridership and customer satisfaction goals. Investments will be made at both the Kent-Des Moines, 272nd St, and FWTC stations. Improvements will include new or relocated bus stops, new shelters, benches, lighting, real-time bus arrival information, and wayfinding signs. Metro will leverage existing work being completed by Sound Transit to help reduce costs and conserve resources. This will include having implementation partners complete utility and concrete work as part of larger capital improvements associated with the opening of Link light rail.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Metro is committed to delivering investments that pursue an integrated regional transit network to create a safe and convenient customer experience. This commitment is articulated through Metro's future network service vision, METRO CONNECTS, as well as the principles of the Mobility Framework. These projects demonstrate need and value by 1) focusing on transit hubs with high ridership and customer movement between bus and rail, and 2) leveraging Sound Transit resources to complete civil elements of bus stop improvements adjacent to Link/BRT stations where customers will be transferring to/from Metro's mobility services.

These capital improvements are essential to improving the customer experience and honoring agreements between Metro and Sound Transit, specifically the System Expansion Transit Integration Agreement, May2018. This agreement requires Metro to collaborate on the development of standard assumptions, guidance, timing, and improved understanding for roles and responsibilities for the funding, ownership, maintenance, and operations of key operational and passenger-related transit integration elements. Projects were selected based on rigorous analysis of existing and future conditions and prioritized with a focus on safety, equity, and locations that will serve the greatest number of customers.

## 4. PROJECT BENEFITS/OUTCOMES

This project will improve the transfer experience for customers navigating between new FWLE light rail stations and connecting Metro mobility services. These projects serve as a critical component in helping build a safe, convenient, reliable, and intuitive regional transit system that will help the County attain its ridership and customer satisfaction goals. These projects help achieve the vision and goals established in METRO CONNECTS and the Mobility Framework, including development of integrated transit hubs, increased ridership, and improved customer satisfaction.

Specific outcomes of this project are laid out in the principles for transit integration in capital project development:

1. Fulfill the promises of the voter-approved ST2 and ST3 plans, the King County Council-adopted Metro Connects vision, and Metro's 10-year capital and services plan to deliver an integrated, seamless regional transit network within available resources
2. Prioritize the customer experience and the long-term community benefit when making investment decisions
3. Meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts based on the planned service opening of the Sound Transit capital project

## 5. BUDGET REQUEST BASIS

The budget request for 2021-2022 is for improvements at four locations at or adjacent to FWLE light rail stations, based on planning-level cost estimates for each individual improvement. Metro's Sound Transit Integration Program completed a rigorous analysis of existing and future conditions at Link and BRT stations that will open in 2023-2024. The result was a list of recommended capital projects that was prioritized based on projected service levels, proximity to Link/BRT stations, and the ability to leverage investments of implementation partners such as Sound Transit and local jurisdictions. All projects are focused on improving the customer experience with a focus on safety, convenience, and equity.

**NARRATIVES** TDC ST FWLE PSGR IMP 1139373

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the programmatic capital project 1134334 - TDC HUBS DESIGN & IMPL ($52.2M). This project is one of 7 individual capital projects making up this programmatic capital project. No direct revenue is associated with this project, however this project is critical in meeting Metro's ridership and customer satisfaction goals.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project supports all direct passenger facility/customer experience capital planning as well as partnership capital planning work related to transit integration with Sound Transit. Sufficiently funded, this project should not affect the operating budget. All staff time, with the exception of project coordination activities, is reimbursable per ST Integration Project 1129636, Task Order 2. This means that staff in the Mobility Division supporting this project will be able to charge to capital, not operating. There will be marginal increases in cost for utility power and bus shelter and RTIS maintenance where applicable. At ST stations, Sound Transit will maintain active bays as stated in Transit Integration Agreement.

## 8. PROJECT STATUS

As discussed, this project is based on a rigorous planning process, completed between October 2019 and April 2020, that completed cost estimates for Metro passenger facility improvements needed at ST3 Sound Transit station areas and within ¼ mile of the station areas. Metro then prioritized this list and only the highest priority projects are being proposed as part of this project due to funding constraints.

Analysis of existing and future conditions led to a set of project recommendations, and associated planning level cost estimates, that were then prioritized based on the factors indicated above. Selected projects will be handed off to the Capital group in the 2021-22 biennium to advance design and refine scope and cost estimates. All projects should be complete prior to, or in parallel with, the opening of FWLE in 2024 .

## 9. ALTERNATIVES ANALYSIS

An alternatives analysis was completed as part of the planning-level study with Parametrix to identify recommendations and then prioritize improvement locations based on key factors that will improve safety, convenience, and customer satisfaction for the greatest number of customers. Specific improvement options at the prioritized stop locations will continue to be explored in the design phase to determine specific passenger amenities.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit and local jurisdictions - such as City of Federal Way, City of Des Moines and City of Kent - have been intimately involved throughout the planning-level analysis. Project recommendations align with existing and planned projects led by Metro's implementation partners. These projects will continue to be refined based on continued partnership and collaboration with Sound Transit and local jurisdictions.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

**NARRATIVES** TDC ST FWLE PSGR IMP 1139373

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will help improve transit service quality, reliability, and the customer experience. It will enhance regional mobility by providing better access to housing, jobs, services, and amenities. A key component of the METRO CONNECTS vision is to connect customers to fast, high-capacity transit services. As light rail and bus rapid transit services expand, these projects are essential for Metro to get people to stations for fast, frequent, and reliable trips to major destinations.

Project investments align with land use policies that will bring increased access to jobs, services, and affordable housing options adjacent to transit hubs. These improvements will help facilitate access to valuable community assets including medical centers, community centers, social service facilities, employment and job training centers, and schools.

The project removes barriers to transportation access through improving the transit waiting environment and facilitating a more seamless and reliable transfer process. These barriers impact an individual's ability and willingness to use public transit, particularly individuals with disabilities and limited English proficiency. The project provides a larger, improved bus stop environment and will help streamline the pedestrian route of travel between stops and services. It provides standardized rider information, including wayfinding, electronic arrival information, and improves pedestrian circulation between Metro bus stops and Sound Transit BRT stations. The project will install bus shelters, benches, and sidewalks, and remove access barriers to transit. Additional pedestrian-scaled lighting will improve personal security at all times of the day and increase rider safety.
Additionally, passenger facility and pedestrian access improvements specifically support the Mobility Framework and Need & Speed priorities to 1) Ensure safety by providing shelters and lighting; 2) improve access to mobility options by providing safe, convenient, and accessible transfer environments; and 3) provide integrated mobility services by building new transit hubs and stations that serve multiple agencies and modes. These passenger facilities will be enhanced by outcomes from the hubs study that address barriers to transit by improving safety, efficiency, comfort, and legibility

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

The Bus Stop Improvement Project will include climate impact priority areas as one of the criteria considered in project site selection and prioritization. The project has committed to ensuring that at least 10% of weather-related passenger facilities improvements are located at bus stops in climate priority areas, addressing the anticipated increase in need for shade during heat events and cover during heavy rainfall. Additionally, projects in climate priority areas will be adjusted to address climate-related issues where feasible, such as planting new street trees in areas with low tree cover.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC ST FWLE PSGR IMP 1139373

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NB YARD LIGHT REPL 1139374

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 08/25/2022 |
| **Location** | 2160 N 163rd St, Shoreline |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 06/01/21 - 06/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 06/02/21 - 06/02/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 06/03/21 - 10/30/21 | $0 | $177,050 | $0 | $0 | $177,050 |
| **4 Implementation** 10/30/21 - 08/25/22 | $0 | $971,517 | $0 | $0 | $971,517 |
| **5 Closeout** 08/26/22 - 12/23/22 | $0 | $70,820 | $0 | $0 | $70,820 |
| **6 Acquisition** 06/02/21 - 06/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,219,387** | **$0** | **$0** | **$1,219,387** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $289,387 | $0 | $0 | $289,387 |
| **33118 - FED TRANSIT CAP INVEST** | $930,000 | $0 | $0 | $930,000 |
| **Total Revenue** | **$1,219,387** | **$0** | **$0** | **$1,219,387** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NB YARD LIGHT REPL 1139374

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $177,050 | $0 | $0 | $177,050 |
| 4 Implementation | $0 | $0 | $971,517 | $0 | $0 | $971,517 |
| 5 Closeout | $0 | $0 | $70,820 | $0 | $0 | $70,820 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,219,387** | **$0** | **$0** | **$1,219,387** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $177,050 | $0 | $0 | $0 |
| 4 Implementation | $0 | $971,517 | $0 | $0 | $0 |
| 5 Closeout | $0 | $70,820 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,219,387** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $177,050 | $177,050 | $0 |
| 4 Implementation | $0 | $971,517 | $971,517 | $0 |
| 5 Closeout | $0 | $70,820 | $70,820 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,219,387** | **$1,219,387** | **$0** |

**NARRATIVES** TDC NB YARD LIGHT REPL 1139374

## Current Scope

North Base Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 1. PROJECT SCOPE

North Base Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC NB YARD LIGHT REPL 1139374

## 3. PROJECT JUSTIFICATION

The site lighting at Metro's facilities has been in place and operating since these facilities were constructed between the mid-late 1970's and about 1990. Light from the perimeter of the site/lot does not do an acceptable job of lighting the center of the bus parking yard in any of our facilities. In 2001, the requirements for lighting were inserted into the Washington Administrative Code, which requires all employers to "Provide and maintain adequate lighting for all work activities in your workplace." (WAC 296-800-210), which also states that for Non-Task areas the requirement is an average of 3 fc with the minimum level set at 1.5 fc. Metro Transit is not in compliance with the requirement above and has received a citation from Washington State Labor and Industries at East Base. This project is a proactive response to that citation with the understanding that failure to perform lighting replacements may lead to further citations, legal action, or operational challenges.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The budget estimate was generated by in house engineering analysis and a third party consultant review. The 2021-2022 funding request is expected to support design through closeout.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and FTA FY 2021 Sect. 5307 Earned Share grant funds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new project to support final design and implementation. Planning and pre-design was performed on project 1134262 TDC YARD LIGHT REPL in 2019-2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

City of Shoreline

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC NB YARD LIGHT REPL 1139374

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC VDC YARD LIGHT REPL 1139375

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 3, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/27/2023 |
| **Location** | 18655 NE Union Hill Road, Redmond |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/22 - 01/01/22 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/22 - 01/02/22 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/22 - 06/01/22 | $0 | $169,876 | $0 | $0 | $169,876 |
| **4 Implementation** 06/01/22 - 03/27/23 | $0 | $854,364 | $0 | $0 | $854,364 |
| **5 Closeout** 03/28/23 - 07/25/23 | $0 | $58,340 | $0 | $0 | $58,340 |
| **6 Acquisition** 01/02/22 - 01/02/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,082,579** | **$0** | **$0** | **$1,082,579** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,082,579 | $0 | $0 | $1,082,579 |
| **Total Revenue** | **$1,082,579** | **$0** | **$0** | **$1,082,579** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC VDC YARD LIGHT REPL 1139375

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $169,876 | $0 | $0 | $169,876 |
| 4 Implementation | $0 | $0 | $604,410 | $249,954 | $0 | $854,364 |
| 5 Closeout | $0 | $0 | $0 | $58,340 | $0 | $58,340 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$774,285** | **$308,294** | **$0** | **$1,082,579** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $169,876 | $0 | $0 | $0 |
| 4 Implementation | $0 | $854,364 | $0 | $0 | $0 |
| 5 Closeout | $0 | $58,340 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,082,579** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $169,876 | $169,876 | $0 |
| 4 Implementation | $0 | $854,364 | $604,410 | $249,954 |
| 5 Closeout | $0 | $58,340 | $0 | $58,340 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,082,580** | **$774,286** | **$308,294** |

**NARRATIVES** TDC VDC YARD LIGHT REPL 1139375

## Current Scope

Van Distribution Center Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 1. PROJECT SCOPE

Van Distribution Center Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC VDC YARD LIGHT REPL 1139375

## 3. PROJECT JUSTIFICATION

The site lighting at Metro's facilities has been in place and operating since these facilities were constructed between the mid-late 1970's and about 1990. Light from the perimeter of the site/lot does not do an acceptable job of lighting the center of the bus parking yard in any of our facilities. In 2001, the requirements for lighting were inserted into the Washington Administrative Code, which requires all employers to "Provide and maintain adequate lighting for all work activities in your workplace." (WAC 296-800-210), which also states that for Non-Task areas the requirement is an average of 3 fc with the minimum level set at 1.5 fc. Metro Transit is not in compliance with the requirement above and has received a citation from Washington State Labor and Industries at East Base. This project is a proactive response to that citation with the understanding that failure to perform lighting replacements may lead to further citations, legal action, or operational challenges.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The budget estimate was generated by in house engineering analysis and a third party consultant review. The 2021-2022 funding request is expected to support design through closeout.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new project to support final design and implementation. Planning and pre-design was performed on project 1134262 TDC YARD LIGHT REPL in 2019-2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

City of Redmond and other local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC VDC YARD LIGHT REPL 1139375

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ST DR LINK PSGR IMP 1139376

Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 3, 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/31/2023 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/22 - 06/30/22 | $0 | $262,664 | $0 | $0 | $262,664 |
| **3 Final Design** 07/01/22 - 12/27/22 | $0 | $397,974 | $0 | $0 | $397,974 |
| **4 Implementation** 12/28/22 - 09/23/23 | $0 | $2,024,834 | $0 | $0 | $2,024,834 |
| **5 Closeout** 09/24/23 - 12/22/23 | $0 | $294,535 | $0 | $0 | $294,535 |
| **6 Acquisition** 01/02/22 - 01/02/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,980,007** | **$0** | **$0** | **$2,980,007** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $29,800 | $0 | $0 | $29,800 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $680,007 | $0 | $0 | $680,007 |
| **33118 - FED TRANSIT CAP INVEST** | $2,300,000 | $0 | $0 | $2,300,000 |
| **Total Revenue** | **$2,980,007** | **$0** | **$0** | **$2,980,007** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ST DR LINK PSGR IMP 1139376

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $262,664 | $0 | $0 | $262,664 |
| 3 Final Design | $0 | $0 | $397,974 | $0 | $0 | $397,974 |
| 4 Implementation | $0 | $0 | $29,143 | $1,995,691 | $0 | $2,024,834 |
| 5 Closeout | $0 | $0 | $0 | $294,535 | $0 | $294,535 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$689,782** | **$2,290,225** | **$0** | **$2,980,007** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $262,664 | $0 | $0 | $0 |
| 3 Final Design | $0 | $397,974 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,024,834 | $0 | $0 | $0 |
| 5 Closeout | $0 | $294,535 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,980,007** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $262,664 | $262,664 | $0 |
| 3 Final Design | $0 | $397,974 | $397,974 | $0 |
| 4 Implementation | $0 | $2,024,834 | $29,143 | $1,995,691 |
| 5 Closeout | $0 | $294,535 | $0 | $294,535 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,980,007** | **$689,781** | **$2,290,226** |

**NARRATIVES** TDC ST DR LINK PSGR IMP 1139376

## Current Scope

Sound Transit Downtown Redmond Link Passenger Improvements - This project will improve the transfer experience for customers navigatin between new Downtown Redmond Link Extension (DRLE) rail stations and connecting Metro bus routes, including existing RapidRide lines. These projects will serve as a critical component in helping build a safe, convenient, reliable, and intuitive regional transit system that will help the County attain its ridership and customer satisfaction goals. Investments will be made at both the Southeast Redmond and Downtown Redmond Link stations. Improvements will include new or relocated bus stops, new shelters, benches, lighting, real-time bus arrival information, and wayfinding signs. Metro will leverage existing work being completed by Sound Transit to help reduce costs and conserve resources. This will include having implementation partners complete utility and concrete work as part of larger capital improvements associated with the opening of Link light rail.

# Capital Appropriation Proposal



**NARRATIVES** TDC ST DR LINK PSGR IMP 1139376

## 1. PROJECT SCOPE

Sound Transit Downtown Redmond Link Passenger Improvements - This project will improve the transfer experience for customers navigatin between new Downtown Redmond Link Extension (DRLE) rail stations and connecting Metro bus routes, including existing RapidRide lines. These projects will serve as a critical component in helping build a safe, convenient, reliable, and intuitive regional transit system that will help the County attain its ridership and customer satisfaction goals. Investments will be made at both the Southeast Redmond and Downtown Redmond Link stations. Improvements will include new or relocated bus stops, new shelters, benches, lighting, real-time bus arrival information, and wayfinding signs. Metro will leverage existing work being completed by Sound Transit to help reduce costs and conserve resources. This will include having implementation partners complete utility and concrete work as part of larger capital improvements associated with the opening of Link light rail.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Metro is committed to delivering investments that pursue an integrated regional transit network to create a safe and convenient customer experience. This commitment is articulated through Metro's future network service vision, METRO CONNECTS, as well as the principles of the Mobility Framework. These projects demonstrate need and value by 1) focusing on transit hubs with high ridership and customer movement between bus and rail, and 2) leveraging Sound Transit resources to complete civil elements of bus stop improvements adjacent to Link/BRT stations where customers will be transferring to/from Metro's mobility services.

These capital improvements are essential to improving the customer experience and honoring agreements between Metro and Sound Transit, specifically the System Expansion Transit Integration Agreement, May2018. This agreement requires Metro to collaborate on the development of standard assumptions, guidance, timing, and improved understanding for roles and responsibilities for the funding, ownership, maintenance, and operations of key operational and passenger-related transit integration elements. Projects were selected based on rigorous analysis of existing and future conditions and prioritized with a focus on safety, equity, and locations that will serve the greatest number of customers.

## 4. PROJECT BENEFITS/OUTCOMES

This project will improve the transfer experience for customers navigating between new DRLE light rail stations and connecting Metro mobility services. These projects serve as a critical component in helping build a safe, convenient, reliable, and intuitive regional transit system that will help the County attain its ridership and customer satisfaction goals. These projects help achieve the vision and goals established in METRO CONNECTS and the Mobility Framework, including development of integrated transit hubs, increased ridership, and improved customer satisfaction.

Specific outcomes of this project are laid out in the principles for transit integration in capital project development:

1. Fulfill the promises of the voter-approved ST2 and ST3 plans, the King County Council-adopted Metro Connects vision, and Metro's 10-year capital and services plan to deliver an integrated, seamless regional transit network within available resources
2. Prioritize the customer experience and the long-term community benefit when making investment decisions
3. Meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts based on the planned service opening of the Sound Transit capital project

## 5. BUDGET REQUEST BASIS

The budget request for 2021-2022 is for improvements at six locations at or adjacent to DRLE light rail stations, based on planning-level cost estimates for each individual improvement. Metro's Sound Transit Integration Program completed a rigorous analysis of existing and future conditions at Link and BRT stations that will open in 2023-24. The result was a list of recommended capital projects that was prioritized based on projected service levels, proximity to Link/BRT stations, and the ability to leverage investments of implementation partners such as Sound Transit and local jurisdictions. All projects are focused on improving the customer experience with a focus on safety, convenience, and equity.

# Capital Appropriation Proposal



**NARRATIVES** TDC ST DR LINK PSGR IMP 1139376

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the programmatic capital project 1134334 - TDC HUBS DESIGN & IMPL ($52.2M). This project is one of 7 individual capital projects making up this programmatic capital project. Project is funded in part with FTA FY2021-22 Sect. 5307 Earned Share grant funds and this project is critical in meeting Metro's ridership and customer satisfaction goals.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project supports all direct passenger facility/customer experience capital planning as well as partnership capital planning work related to transit integration with Sound Transit. Sufficiently funded, this project should not affect the operating budget. All staff time, with the exception of project coordination activities, is reimbursable per ST Integration Project 1129636, Task Order 2. This means that staff in the Mobility Division supporting this project will be able to charge to capital, not operating. There will be marginal increases in cost for utility power and bus shelter and RTIS maintenance where applicable. At ST stations, Sound Transit will maintain active bays as stated in Transit Integration Agreement.

## 8. PROJECT STATUS

As discussed, this project is based on a rigorous planning process, completed between October 2019 and April 2020, that completed cost estimates for Metro passenger facility improvements needed at ST3 Sound Transit station areas and within ¼ mile of the station areas. Metro then prioritized this list and only the highest priority projects are being proposed as part of this project due to funding constraints.

Analysis of existing and future conditions led to a set of project recommendations, and associated planning level cost estimates, that were then prioritized based on the factors indicated above. Selected projects will be handed off to the Capital group in the 2021-22 biennium to advance design and refine scope and cost estimates. All projects should be complete prior to, or in parallel with, the opening of DRLE in 2024.

## 9. ALTERNATIVES ANALYSIS

An alternatives analysis was completed as part of the planning-level study with Parametrix to identify recommendations and then prioritize improvement locations based on key factors that will improve safety, convenience, and customer satisfaction for the greatest number of customers. Specific improvement options at the prioritized stop locations will continue to be explored in the design phase to determine specific passenger amenities.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit and local jurisdictions, such as City of Redmond, have been intimately involved throughout the planning-level analysis. Project recommendations align with existing and planned projects led by Metro’s implementation partners. These projects will continue to be refined based on continued partnership and collaboration with Sound Transit and local jurisdictions.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

**NARRATIVES** TDC ST DR LINK PSGR IMP 1139376

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will help improve transit service quality, reliability, and the customer experience. It will enhance regional mobility by providing better access to housing, jobs, services, and amenities. A key component of the METRO CONNECTS vision is to connect customers to fast, high-capacity transit services. As light rail and bus rapid transit services expand, these projects are essential for Metro to get people to stations for fast, frequent, and reliable trips to major destinations.

Project investments align with land use policies that will bring increased access to jobs, services, and affordable housing options adjacent to transit hubs. These improvements will help facilitate access to valuable community assets including medical centers, community centers, social service facilities, employment and job training centers, and schools.

The project removes barriers to transportation access through improving the transit waiting environment and facilitating a more seamless and reliable transfer process. These barriers impact an individual's ability and willingness to use public transit, particularly individuals with disabilities and limited English proficiency. The project provides a larger, improved bus stop environment and will help streamline the pedestrian route of travel between stops and services. It provides standardized rider information, including wayfinding, electronic arrival information, and improves pedestrian circulation between Metro bus stops and Sound Transit BRT stations. The project will install bus shelters, benches, and sidewalks, and remove access barriers to transit. Additional pedestrian-scaled lighting will improve personal security at all times of the day and increase rider safety.
Additionally, passenger facility and pedestrian access improvements specifically support the Mobility Framework and Need & Speed priorities to 1) Ensure safety by providing shelters and lighting; 2) improve access to mobility options by providing safe, convenient, and accessible transfer environments; and 3) provide integrated mobility services by building new transit hubs and stations that serve multiple agencies and modes. These passenger facilities will be enhanced by outcomes from the hubs study that address barriers to transit by improving safety, efficiency, comfort, and legibility

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

The Bus Stop Improvement Project will include climate impact priority areas as one of the criteria considered in project site selection and prioritization. The project has committed to ensuring that at least 10% of weather-related passenger facilities improvements are located at bus stops in climate priority areas, addressing the anticipated increase in need for shade during heat events and cover during heavy rainfall. Additionally, projects in climate priority areas will be adjusted to address climate-related issues where feasible, such as planting new street trees in areas with low tree cover.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC ST DR LINK PSGR IMP 1139376

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SFAC YARD LIGHT REPL 1139377

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/27/2023 |
| **Location** | 11911 E Marginal Way S, Tukwila |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/22 - 01/01/22 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/22 - 01/02/22 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/22 - 06/01/22 | $0 | $199,581 | $0 | $0 | $199,581 |
| **4 Implementation** 06/01/22 - 03/27/23 | $0 | $870,198 | $0 | $0 | $870,198 |
| **5 Closeout** 03/28/23 - 07/25/23 | $0 | $58,340 | $0 | $0 | $58,340 |
| **6 Acquisition** 01/02/22 - 01/02/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,128,119** | **$0** | **$0** | **$1,128,119** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,128,119 | $0 | $0 | $1,128,119 |
| **Total Revenue** | **$1,128,119** | **$0** | **$0** | **$1,128,119** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SFAC YARD LIGHT REPL 1139377

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $199,581 | $0 | $0 | $199,581 |
| 4 Implementation | $0 | $0 | $615,624 | $254,574 | $0 | $870,198 |
| 5 Closeout | $0 | $0 | $0 | $58,340 | $0 | $58,340 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$815,205** | **$312,913** | **$0** | **$1,128,119** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $199,581 | $0 | $0 | $0 |
| 4 Implementation | $0 | $870,198 | $0 | $0 | $0 |
| 5 Closeout | $0 | $58,340 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,128,119** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $199,581 | $199,581 | $0 |
| 4 Implementation | $0 | $870,198 | $615,624 | $254,574 |
| 5 Closeout | $0 | $58,340 | $0 | $58,340 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,128,119** | **$815,205** | **$312,914** |

**NARRATIVES** TDC SFAC YARD LIGHT REPL 1139377

## Current Scope

South Facilities Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 1. PROJECT SCOPE

South Facilities Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC SFAC YARD LIGHT REPL 1139377

## 3. PROJECT JUSTIFICATION

The site lighting at Metro's facilities has been in place and operating since these facilities were constructed between the mid-late 1970's and about 1990. Light from the perimeter of the site/lot does not do an acceptable job of lighting the center of the bus parking yard in any of our facilities. In 2001, the requirements for lighting were inserted into the Washington Administrative Code, which requires all employers to "Provide and maintain adequate lighting for all work activities in your workplace." (WAC 296-800-210), which also states that for Non-Task areas the requirement is an average of 3 fc with the minimum level set at 1.5 fc. Metro Transit is not in compliance with the requirement above and has received a citation from Washington State Labor and Industries at East Base. This project is a proactive response to that citation with the understanding that failure to perform lighting replacements may lead to further citations, legal action, or operational challenges.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The budget estimate was generated by in house engineering analysis and a third party consultant review. The 2021-2022 funding request is expected to support design through closeout.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new project to support final design and implementation. Planning and pre-design was performed on project 1134262 TDC YARD LIGHT REPL in 2019-2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC SFAC YARD LIGHT REPL 1139377

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ST EAST LINK PSGR IMP 1139378

Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 2, 3, 6 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 03/31/2023 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/21 - 06/30/21 | $0 | $911,378 | $0 | $0 | $911,378 |
| **3 Final Design** 07/01/21 - 12/27/21 | $0 | $1,723,913 | $0 | $0 | $1,723,913 |
| **4 Implementation** 12/28/21 - 09/23/22 | $0 | $7,685,922 | $0 | $0 | $7,685,922 |
| **5 Closeout** 09/24/22 - 12/22/22 | $0 | $1,144,096 | $0 | $0 | $1,144,096 |
| **6 Acquisition** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$11,465,309** | **$0** | **$0** | **$11,465,309** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $113,518 | $0 | $0 | $113,518 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,565,309 | $0 | $0 | $2,565,309 |
| **33118 - FED TRANSIT CAP INVEST** | $8,900,000 | $0 | $0 | $8,900,000 |
| **Total Revenue** | **$11,465,309** | **$0** | **$0** | **$11,465,309** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ST EAST LINK PSGR IMP 1139378

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $911,378 | $0 | $0 | $911,378 |
| 3 Final Design | $0 | $0 | $1,723,913 | $0 | $0 | $1,723,913 |
| 4 Implementation | $0 | $0 | $7,572,405 | $0 | $0 | $7,572,405 |
| 5 Closeout | $0 | $0 | $1,144,096 | $0 | $0 | $1,144,096 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$11,351,792** | **$0** | **$0** | **$11,351,792** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $911,378 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,723,913 | $0 | $0 | $0 |
| 4 Implementation | $0 | $7,572,405 | $0 | $0 | $0 |
| 5 Closeout | $0 | $1,144,096 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,351,792** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $911,378 | $911,378 | $0 |
| 3 Final Design | $0 | $1,723,913 | $1,723,913 | $0 |
| 4 Implementation | $0 | $7,685,922 | $7,572,405 | $113,518 |
| 5 Closeout | $0 | $1,144,096 | $1,144,096 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,465,309** | **$11,351,792** | **$113,518** |

**NARRATIVES** TDC ST EAST LINK PSGR IMP 1139378

## Current Scope

Sound Transit East Link Passenger Improvements - This project will improve the transfer experience for customers navigating between new East Link rail stations and connecting Metro bus routes, including existing RapidRide routes. These projects will serve as a critical component in helping build a safe, convenient, reliable, and intuitive regional transit system that will help the County attain its ridership and customer satisfaction goals. Investments will be made at Judkins Park, Mercer Island, South Bellevue, East Main, Downtown Bellevue, Wilburton, Overlake Village, and Redmond Technology Station. Improvements will include new or relocated bus stops, new shelters, benches, lighting, real-time bus arrival information, and wayfinding signs. In many cases, Metro will leverage existing capital projects to help defray costs and conserve resources. This may include having implementation partners complete utility and concrete work as part of larger capital improvements associated with the opening of Link light rail.

# Capital Appropriation Proposal



**NARRATIVES** TDC ST EAST LINK PSGR IMP 1139378

## 1. PROJECT SCOPE

Sound Transit East Link Passenger Improvements - This project will improve the transfer experience for customers navigating between new East Link rail stations and connecting Metro bus routes, including existing RapidRide routes. These projects will serve as a critical component in helping build a safe, convenient, reliable, and intuitive regional transit system that will help the County attain its ridership and customer satisfaction goals. Investments will be made at Judkins Park, Mercer Island, South Bellevue, East Main, Downtown Bellevue, Wilburton, Overlake Village, and Redmond Technology Station. Improvements will include new or relocated bus stops, new shelters, benches, lighting, real-time bus arrival information, and wayfinding signs. In many cases, Metro will leverage existing capital projects to help defray costs and conserve resources. This may include having implementation partners complete utility and concrete work as part of larger capital improvements associated with the opening of Link light rail.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Metro is committed to delivering investments that pursue an integrated regional transit network to create a safe and convenient customer experience. This commitment is articulated through Metro's future network service vision, METRO CONNECTS, as well as the principles of the Mobility Framework. These projects demonstrate need and value by 1) focusing on transit hubs with high ridership and customer movement between bus and rail, and 2) leveraging Sound Transit resources to complete civil elements of bus stop improvements adjacent to Link/BRT stations where customers will be transferring to/from Metro's mobility services.

These capital improvements are essential to improving the customer experience and honoring agreements between Metro and Sound Transit, specifically the System Expansion Transit Integration Agreement, May2018. This agreement requires Metro to collaborate on the development of standard assumptions, guidance, timing, and improved understanding for roles and responsibilities for the funding, ownership, maintenance, and operations of key operational and passenger-related transit integration elements. Projects were selected based on rigorous analysis of existing and future conditions and prioritized with a focus on safety, equity, and locations that will serve the greatest number of customers.

## 4. PROJECT BENEFITS/OUTCOMES

This project will improve the transfer experience for customers navigating between new East Link rail stations and connecting Metro mobility services. These projects serve as a critical component in helping build a safe, convenient, reliable, and intuitive regional transit system that will help the County attain its ridership and customer satisfaction goals. These projects help achieve the vision and goals established in METRO CONNECTS and the Mobility Framework, including development of integrated transit hubs, increased ridership, and improved customer satisfaction.

Specific outcomes of this project are laid out in the principles for transit integration in capital project development:

1. Fulfill the promises of the voter-approved ST2 and ST3 plans, the King County Council-adopted Metro Connects vision, and Metro's 10-year capital and services plan to deliver an integrated, seamless regional transit network within available resources
2. Prioritize the customer experience and the long-term community benefit when making investment decisions
3. Meet the needs of the markets that Sound Transit and King County Metro serve through coordinated capital and service planning efforts based on the planned service opening of the Sound Transit capital project

**NARRATIVES** TDC ST EAST LINK PSGR IMP 1139378

## 5. BUDGET REQUEST BASIS

The budget request for 2021-2022 is for improvements at 21 locations adjacent to East Link light rail stations, based on planning-level cost estimates for each individual improvement. Metro's Sound Transit Integration Program completed a rigorous analysis of existing and future conditions at Link and BRT stations that will open in 2023-2024. The result was a list of recommended capital projects that was prioritized based on projected service levels, proximity to Link/BRT stations, and the ability to leverage investments of implementation partners such as Sound Transit and local jurisdictions. All projects are focused on improving the customer experience with a focus on safety, convenience, and equity.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the programmatic capital project 1134334 - TDC HUBS DESIGN & IMPL. This project is one of 6 individual capital projects that are being derived from 1134334. Project is funded in part with FTA FY 2021 Sect. 5307 Earned Share grant funds and this project is critical in meeting Metro's ridership and customer satisfaction goals.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project supports all direct passenger facility/customer experience capital planning as well as partnership capital planning work related to transit integration with Sound Transit. Sufficiently funded, this project should not affect the operating budget. All staff time, with the exception of project coordination activities, is reimbursable per ST Integration Project 1129636, Task Order 2. This means that staff in the Mobility Division supporting this project will be able to charge to capital, not operating. There will be marginal increases in cost for utility power and bus shelter and RTIS maintenance where applicable. At ST stations, Sound Transit will maintain active bays as stated in Transit Integration Agreement.

## 8. PROJECT STATUS

As discussed, this project is based on a rigorous planning process, completed between October 2019 and April 2020, that completed cost estimates for Metro passenger facility improvements needed at ST3 Sound Transit station areas and within ¼ mile of the station areas. Metro then prioritized this list and only the highest priority projects are being proposed as part of this project due to funding constraints.

Analysis of existing and future conditions led to a set of project recommendations, and associated planning level cost estimates, that were then prioritized based on the factors indicated above. Selected projects will be handed off to the Capital group in January 2021 to advance design and refine scope and cost estimates. All projects should be complete prior to, or in parallel with, the opening of East Link in 2023.

## 9. ALTERNATIVES ANALYSIS

An alternatives analysis was completed as part of the planning-level study with Parametrix to identify recommendations and then prioritize improvement locations based on key factors that will improve safety, convenience, and customer satisfaction for the greatest number of customers. Specific improvement options at the prioritized stop locations will continue to be explored in the design phase to determine specific passenger amenities.

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit and local jurisdictions - such as City of Bellevue, City of Mercer Island, City of Seattle, and City of Redmond - have been intimately involved throughout the planning-level analysis. Project recommendations align with existing and planned projects led by Metro's implementation partners. These projects will continue to be refined based on continued partnership and collaboration with Sound Transit and local jurisdictions.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

**NARRATIVES** TDC ST EAST LINK PSGR IMP 1139378

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will help improve transit service quality, reliability, and the customer experience. It will enhance regional mobility by providing better access to housing, jobs, services, and amenities. A key component of the METRO CONNECTS vision is to connect customers to fast, high-capacity transit services. As light rail and bus rapid transit services expand, these projects are essential for Metro to get people to stations for fast, frequent, and reliable trips to major destinations.

Project investments align with land use policies that will bring increased access to jobs, services, and affordable housing options adjacent to transit hubs. These improvements will help facilitate access to valuable community assets including medical centers, community centers, social service facilities, employment and job training centers, and schools.

The project removes barriers to transportation access through improving the transit waiting environment and facilitating a more seamless and reliable transfer process. These barriers impact an individual's ability and willingness to use public transit, particularly individuals with disabilities and limited English proficiency. The project provides a larger, improved bus stop environment and will help streamline the pedestrian route of travel between stops and services. It provides standardized rider information, including wayfinding, electronic arrival information, and improves pedestrian circulation between Metro bus stops and Sound Transit BRT stations. The project will install bus shelters, benches, and sidewalks, and remove access barriers to transit. Additional pedestrian-scaled lighting will improve personal security at all times of the day and increase rider safety.
Additionally, passenger facility and pedestrian access improvements specifically support the Mobility Framework and Need & Speed priorities to 1) Ensure safety by providing shelters and lighting; 2) improve access to mobility options by providing safe, convenient, and accessible transfer environments; and 3) provide integrated mobility services by building new transit hubs and stations that serve multiple agencies and modes. These passenger facilities will be enhanced by outcomes from the hubs study that address barriers to transit by improving safety, efficiency, comfort, and legibility

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

The Bus Stop Improvement Project will include climate impact priority areas as one of the criteria considered in project site selection and prioritization. The project has committed to ensuring that at least 10% of weather-related passenger facilities improvements are located at bus stops in climate priority areas, addressing the anticipated increase in need for shade during heat events and cover during heavy rainfall. Additionally, projects in climate priority areas will be adjusted to address climate-related issues where feasible, such as planting new street trees in areas with low tree cover.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC ST EAST LINK PSGR IMP 1139378

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NFAC YARD LIGHT REPL 1139379

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 11/17/2022 |
| **Location** | 12525 Stone Ave N, Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/22 - 01/01/22 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/22 - 01/02/22 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/22 - 05/02/22 | $0 | $99,079 | $0 | $0 | $99,079 |
| **4 Implementation** 05/02/22 - 11/17/22 | $0 | $257,360 | $0 | $0 | $257,360 |
| **5 Closeout** 11/18/22 - 03/17/23 | $0 | $43,211 | $0 | $0 | $43,211 |
| **6 Acquisition** 01/02/22 - 01/02/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$399,650** | **$0** | **$0** | **$399,650** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $399,650 | $0 | $0 | $399,650 |
| **Total Revenue** | **$399,650** | **$0** | **$0** | **$399,650** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NFAC YARD LIGHT REPL 1139379

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $99,079 | $0 | $0 | $99,079 |
| 4 Implementation | $0 | $0 | $257,360 | $0 | $0 | $257,360 |
| 5 Closeout | $0 | $0 | $15,597 | $27,614 | $0 | $43,211 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$372,036** | **$27,614** | **$0** | **$399,650** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $99,079 | $0 | $0 | $0 |
| 4 Implementation | $0 | $257,360 | $0 | $0 | $0 |
| 5 Closeout | $0 | $43,211 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$399,650** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $99,079 | $99,079 | $0 |
| 4 Implementation | $0 | $257,360 | $257,360 | $0 |
| 5 Closeout | $0 | $43,211 | $15,597 | $27,614 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$399,650** | **$372,036** | **$27,614** |

**NARRATIVES** TDC NFAC YARD LIGHT REPL 1139379

## Current Scope

North Facilities Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 1. PROJECT SCOPE

North Facilities Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC NFAC YARD LIGHT REPL 1139379

## 3. PROJECT JUSTIFICATION

The site lighting at Metro's facilities has been in place and operating since these facilities were constructed between the mid-late 1970's and about 1990. Light from the perimeter of the site/lot does not do an acceptable job of lighting the center of the bus parking yard in any of our facilities. In 2001, the requirements for lighting were inserted into the Washington Administrative Code, which requires all employers to "Provide and maintain adequate lighting for all work activities in your workplace." (WAC 296-800-210), which also states that for Non-Task areas the requirement is an average of 3 fc with the minimum level set at 1.5 fc. Metro Transit is not in compliance with the requirement above and has received a citation from Washington State Labor and Industries at East Base. This project is a proactive response to that citation with the understanding that failure to perform lighting replacements may lead to further citations, legal action, or operational challenges.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The budget estimate was generated by in house engineering analysis and a third party consultant review. The 2021-2022 funding request is expected to support design through closeout.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new project to support final design and implementation. Planning and pre-design was performed on project 1134262 TDC YARD LIGHT REPL in 2019-2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

City of Shoreline

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC NFAC YARD LIGHT REPL 1139379

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC PD YARD LIGHT REPL 1139380

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/18/2022 |
| **Location** | 2255 4th Ave S, Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/22 - 01/01/22 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/22 - 01/02/22 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/22 - 04/02/22 | $0 | $47,218 | $0 | $0 | $47,218 |
| **4 Implementation** 04/02/22 - 10/18/22 | $0 | $139,920 | $0 | $0 | $139,920 |
| **5 Closeout** 10/19/22 - 02/15/23 | $0 | $42,945 | $0 | $0 | $42,945 |
| **6 Acquisition** 01/02/22 - 01/02/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$230,083** | **$0** | **$0** | **$230,083** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $230,083 | $0 | $0 | $230,083 |
| **Total Revenue** | **$230,083** | **$0** | **$0** | **$230,083** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC PD YARD LIGHT REPL 1139380

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $47,218 | $0 | $0 | $47,218 |
| 4 Implementation | $0 | $0 | $139,920 | $0 | $0 | $139,920 |
| 5 Closeout | $0 | $0 | $26,231 | $16,714 | $0 | $42,945 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$213,369** | **$16,714** | **$0** | **$230,083** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $47,218 | $0 | $0 | $0 |
| 4 Implementation | $0 | $139,920 | $0 | $0 | $0 |
| 5 Closeout | $0 | $42,945 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$230,083** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $47,218 | $47,218 | $0 |
| 4 Implementation | $0 | $139,920 | $139,920 | $0 |
| 5 Closeout | $0 | $42,945 | $26,231 | $16,714 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$230,083** | **$213,369** | **$16,714** |

**NARRATIVES** TDC PD YARD LIGHT REPL 1139380

## Current Scope

Power Distribution Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 1. PROJECT SCOPE

Power Distribution Yard Light Replacement - This project will determine optimal methods to achieve required lighting levels and then move forward to replace and augment existing fixtures with means to achieve the minimum required lighting levels.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC PD YARD LIGHT REPL 1139380

## 3. PROJECT JUSTIFICATION

The site lighting at Metro's facilities has been in place and operating since these facilities were constructed between the mid-late 1970's and about 1990. Light from the perimeter of the site/lot does not do an acceptable job of lighting the center of the bus parking yard in any of our facilities. In 2001, the requirements for lighting were inserted into the Washington Administrative Code, which requires all employers to "Provide and maintain adequate lighting for all work activities in your workplace." (WAC 296-800-210), which also states that for Non-Task areas the requirement is an average of 3 fc with the minimum level set at 1.5 fc. Metro Transit is not in compliance with the requirement above and has received a citation from Washington State Labor and Industries at East Base. This project is a proactive response to that citation with the understanding that failure to perform lighting replacements may lead to further citations, legal action, or operational challenges.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers.

## 5. BUDGET REQUEST BASIS

The budget estimate was generated by in house engineering analysis and a third party consultant review. The 2021-2022 funding request is expected to support design through closeout.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a new project to support final design and implementation. Planning and pre-design was performed on project 1134262 TDC YARD LIGHT REPL in 2019-2020.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for this project to advance these 2020 SCAP goals:
-Pursue all system energy efficiency measures that pay back over equipment life;
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC PD YARD LIGHT REPL 1139380

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ENVIROSHED RELOC 1139382

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/01/2022 |
| **Location** | TBD |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $8,193 | $0 | $0 | $8,193 |
| **2 Preliminary Design** 04/01/21 - 05/30/21 | $0 | $13,332 | $0 | $0 | $13,332 |
| **3 Final Design** 05/31/21 - 08/28/21 | $0 | $24,684 | $0 | $0 | $24,684 |
| **4 Implementation** 08/29/21 - 02/24/22 | $0 | $451,821 | $0 | $0 | $451,821 |
| **5 Closeout** 02/25/22 - 04/25/22 | $0 | $4,295 | $0 | $0 | $4,295 |
| **6 Acquisition** 04/01/21 - 06/29/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$502,326** | **$0** | **$0** | **$502,326** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $502,326 | $0 | $0 | $502,326 |
| **Total Revenue** | **$502,326** | **$0** | **$0** | **$502,326** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ENVIROSHED RELOC 1139382

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $8,193 | $0 | $0 | $8,193 |
| 2 Prelim Design | $0 | $0 | $13,332 | $0 | $0 | $13,332 |
| 3 Final Design | $0 | $0 | $24,684 | $0 | $0 | $24,684 |
| 4 Implementation | $0 | $0 | $451,821 | $0 | $0 | $451,821 |
| 5 Closeout | $0 | $0 | $4,295 | $0 | $0 | $4,295 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$502,326** | **$0** | **$0** | **$502,326** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $8,193 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $13,332 | $0 | $0 | $0 |
| 3 Final Design | $0 | $24,684 | $0 | $0 | $0 |
| 4 Implementation | $0 | $451,821 | $0 | $0 | $0 |
| 5 Closeout | $0 | $4,295 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$502,326** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $8,193 | $8,193 | $0 |
| 2 Preliminary Design | $0 | $13,332 | $13,332 | $0 |
| 3 Final Design | $0 | $24,684 | $24,684 | $0 |
| 4 Implementation | $0 | $451,821 | $451,821 | $0 |
| 5 Closeout | $0 | $4,295 | $4,295 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$502,325** | **$502,325** | **$0** |

**NARRATIVES** TDC ENVIROSHED RELOC 1139382

## Current Scope

Enviroshed Relocation - This project is intended to support reconstruction of the Enviroshed (Solids Education Facility) from the South Annex to the Interim Base. This facility is used to decant the liquid waste from the solid waste removed from pits and vaults around Metro's system so they can be property disposed of. Relocation of the existing shed will enable construction of the South Annex Base.

## 1. PROJECT SCOPE

Enviroshed Relocation - This project is intended to support reconstruction of the Enviroshed (Solids Education Facility) from the South Annex to the Interim Base. This facility is used to decant the liquid waste from the solid waste removed from pits and vaults around Metro's system so they can be property disposed of. Relocation of the existing shed will enable construction of the South Annex Base.

# Capital Appropriation Proposal



**NARRATIVES** TDC ENVIROSHED RELOC 1139382

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Substantial operational cost savings occur from Metro's ability to decant it's own waste and then separately treat and dispose of the liquid waste from the solid debris. Relocation of the facility enables Metro's expansion and conversion to electric buses.

## 4. PROJECT BENEFITS/OUTCOMES

Successful delivery will provide a relocated and renewed Enviroshed. A centralized location will also maintain or reduce the operating cost spent in transit to the Enviroshed.

## 5. BUDGET REQUEST BASIS

The funding requested in this biennium will support construction of a new shed. Projected spending includes fully burdened staff time and construction materials. The budget requested is necessary in order to cover total project costs through the anticipated online date in 2022; budget authority is needed in order to sign vendor contracts and move forward with design and implementation. This project is being split out from an existing project, 1134220 - TDC OCG RELOCS & DISPLACMNTS, in order to better facilitate management and tracking of the work.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives such as outsourcing the processing, locating on Metro owned property, and potential partnership with local jurisdictions will be explored in the planning of this project.

## 10. OTHER AGENCY INVOLVEMENT

City of Tukwila
Washington State Department of Ecology
King County Facilities Management Division (FMD)

## 11. ART ELIGIBILITY

Not Art Eligible, roads, airport runways, sewers and solid waste landfills

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Siting of the facility could impact ESJ and will be considered in the selection process.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

To the degree this project involves construction of a new asset this project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC ENVIROSHED RELOC 1139382

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE FAC IMP 2025-26 — 1139383

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/01/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 01/30/25 | $0 | $0 | $0 | $11,990 | $11,990 |
| **2 Preliminary Design** 01/31/25 - 03/31/25 | $0 | $0 | $0 | $59,225 | $59,225 |
| **3 Final Design** 04/01/25 - 08/28/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/01/25 - 12/31/26 | $0 | $0 | $0 | $710,551 | $710,551 |
| **5 Closeout** 01/01/27 - 01/30/27 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/31/25 - 01/31/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$781,765** | **$781,765** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $781,765 | $781,765 |
| **Total Revenue** | **$0** | **$0** | **$781,765** | **$781,765** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE FAC IMP 2025-26 1139383

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $11,990 | $11,990 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $59,225 | $59,225 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $710,551 | $710,551 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$781,765** | **$781,765** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $11,990 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $59,225 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $710,551 | $0 | $0 | $0 |
| 5 Closeout | $0 | $307,644 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,089,410** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC ROUTINE FAC IMP 2025-26 1139383

## Current Scope

Routine Facility Improvements - The Facilities Improvements program is routine capital project that supports transit operations and maintenance by adding new assets or modifying existing assets. Improvements are justified by changes in business practices, technology, and regulations, to name a few of the criteria for proposed projects. The program improves transit operating facilities (bases, maintenance and support), their work environments for employees, and in certain cases, passenger facilities. Where feasible, ideally the sub-projects will be packaged with other projects to minimize disruption to operations.

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE FAC IMP 2025-26 1139383

## 1. PROJECT SCOPE

Routine Facility Improvements - The Facilities Improvements program is routine capital project that supports transit operations and maintenance by adding new assets or modifying existing assets. Improvements are justified by changes in business practices, technology, and regulations, to name a few of the criteria for proposed projects. The program improves transit operating facilities (bases, maintenance and support), their work environments for employees, and in certain cases, passenger facilities. Where feasible, ideally the sub-projects will be packaged with other projects to minimize disruption to operations.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This Program is the only capital fixed asset program that responds to new asset additions due to changes in business practices, technology or new regulations. Past examples are new lifts at VM bases to enable effective and safe handling of hybrid bus batteries, new storm water filtering system to remedy higher Department of Energy regulations, new security systems at key facilities, new fuel additive dispensing system at VM bases as required by new fleet engines, to name a few.

## 4. PROJECT BENEFITS/OUTCOMES

Providing funds for this work enables Transit to advance small scope projects in a timely manner. Without this program, Transit risks not being able to respond to near term or critical needs. One example is additional office space to accommodate staff growth. These projects further Transit's goals of being a great place to work by improved employee morale.

## 5. BUDGET REQUEST BASIS

This program budget request is based on previous biennial spend for this program. Specific projects will be estimated as the work is identified in the coming years.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Potential increased cleaning frequency and added routine maintenance at Transit Facilities, due to increased occupancy.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis will be completed for each sub project.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Projects in this program do not directly impact equity and social justice. However, many of these projects support service delivery to underserved areas.

**NARRATIVES** TDC ROUTINE FAC IMP 2025-26 1139383

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

For sub projects with construction: The project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for facility improvement projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SHELTER REFURB 2025-26 — 1139384

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 03/31/25 | $0 | $0 | $0 | $122,940 | $122,940 |
| **2 Preliminary Design** 04/01/25 - 04/05/25 | $0 | $0 | $0 | $13,482 | $13,482 |
| **3 Final Design** 04/06/25 - 09/02/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/06/25 - 11/26/26 | $0 | $0 | $0 | $4,039,773 | $4,039,773 |
| **5 Closeout** 11/27/26 - 12/31/26 | $0 | $0 | $0 | $19,242 | $19,242 |
| **6 Acquisition** 04/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$4,195,437** | **$4,195,437** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $4,195,437 | $4,195,437 |
| **Total Revenue** | **$0** | **$0** | **$4,195,437** | **$4,195,437** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SHELTER REFURB 2025-26 1139384

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $122,940 | $122,940 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $13,482 | $13,482 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $4,039,773 | $4,039,773 |
| 5 Closeout | $0 | $0 | $0 | $0 | $19,242 | $19,242 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$4,195,437** | **$4,195,437** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $122,940 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $13,482 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $4,039,773 | $0 | $0 | $0 |
| 5 Closeout | $0 | $19,242 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,195,437** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SHELTER REFURB 2025-26 1139384

## Current Scope

2025-2026 Shelter Refurbishment - This is a placeholder project for investments in 2025-2026 associated with the ongoing State of Good Repair maintenance program to refurbish 160-180 shelters annually. Bus shelters have a lifecycle of 10 years, depending on the use in the area where shelters are located. Refurbishment work can involve component repairs and replacements, repainting, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art and RapidRide components that have more electrical and electronic systems. Specific locations will be developed in the next budget cycle.

# Capital Appropriation Proposal



**NARRATIVES** TDC SHELTER REFURB 2025-26 1139384

## 1. PROJECT SCOPE

2025-2026 Shelter Refurbishment - This is a placeholder project for investments in 2025-2026 associated with the ongoing State of Good Repair maintenance program to refurbish 160-180 shelters annually. Bus shelters have a lifecycle of 10 years, depending on the use in the area where shelters are located. Refurbishment work can involve component repairs and replacements, repainting, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art and RapidRide components that have more electrical and electronic systems. Specific locations will be developed in the next budget cycle.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This work falls under the requirements for the State of Good Repair of our assets. The Shelter Refurb Project supports the refurbishment of 160 - 180 bus stop shelters annually. Bus shelters have a lifecycle of 10 years, depending on the use in the area where shelters are located. Refurbishment includes component repairs and replacements, repaint, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art. This project supports the refurbishment of both Legacy Standard Shelters and Rapid Ride Shelters throughout King County.

## 4. PROJECT BENEFITS/OUTCOMES

The Bus Shelter Refurbishment project benefits include, instilling a sense of pride within the community by maintaining King County Metro's bus shelters with up to date protective coatings, new art work, new roof tops, new brighter and more dependable energy efficient solar panels, while insuring extended lifecycle and longevity of each shelter. This project fits into King County Metro's Long Game vision by providing incentive to all current and future ridership, with access to safe and efficient transportation throughout the Puget Sound. By maintaining the current portfolio of bus shelters, with good lighting, and a reliable cover from weather, Metro Transit bus shelters are inviting to a diverse population to patronize and enjoy the alternative of mass transit.

## 5. BUDGET REQUEST BASIS

The budget appropriation request for the Shelter Refurb project provides the project with all of the necessary resources to ensure that it is successful. Careful consideration has been taken to benchmark previous years expense trends, averaging $2.0 to $2.4 million per year to meet targets for labor requirements, materials, supplies, and the equipment needed for the 2025-2026 biennium.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

South Facilities maintains all Metro legacy standard shelters and RapidRide shelters in the field. Maintenance includes cleaning off graffiti, repairing broken wood and glass panels, benches, trash receptacles, repairing car crash damage and replacing solar panel batteries. North Facilities maintains all Metro bus zones by providing garbage collection service and pressure washing the shelters and zones. These activities combined are responsible for a large percentage of operating costs for both North and South Facilities. The annual capital refurbishment of 160-180 shelters provides an opportunity to offset operating costs by providing a fully refurbished and refreshed shelter at many sites, and deferring a portion of operating costs to capital appropriation.

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

# Capital Appropriation Proposal



**NARRATIVES** TDC SHELTER REFURB 2025-26 1139384

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ROUTINE EQUIP RPL 2025-26 — 1139385

Green Building Reporting

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2027 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 01/01/25 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/25 - 01/02/25 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/25 - 01/03/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/04/25 - 12/24/26 | $0 | $0 | $0 | $2,647,275 | $2,647,275 |
| **5 Closeout** 12/25/26 - 06/22/27 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/02/25 - 01/02/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$2,647,275** | **$2,647,275** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $2,647,275 | $2,647,275 |
| **Total Revenue** | **$0** | **$0** | **$2,647,275** | **$2,647,275** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ROUTINE EQUIP RPL 2025-26 1139385

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $2,647,275 | $2,647,275 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$2,647,275** | **$2,647,275** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,647,275 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,647,275** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC ROUTINE EQUIP RPL 2025-26 1139385

## Current Scope

Equipment Replacement - This is a routine project budget request for 2025-2026 to support the replacement of major equipment at Metro Transit Facilities.

## 1. PROJECT SCOPE

Equipment Replacement - This is a routine project budget request for 2025-2026 to support the replacement of major equipment at Metro Transit Facilities.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE EQUIP RPL 2025-26 1139385

## 3. PROJECT JUSTIFICATION

This program addresses "State of Good Repair" principles through timely reinvestment of assets to keep the necessary functions in good, safe conditions for employees and the public. It also addresses three Metro Transit strategic goals: Employee safety, service performance, and financial stewardship. Replacement criteria are condition (poor to inoperable), age, depreciated value at or near zero, repair costs would exceed cost to buy new, or premature failure. The lifecycle of equipment varies depending on the use and purpose.

## 4. PROJECT BENEFITS/OUTCOMES

Completion of this project will result in a renewed asset with a refreshed lifecycle. Asset replacement is a normal part of asset maintenance and is essential to maintaining our system in a state of good repair to minimize unexpected corrective maintenance or emergency replacement cost and prevent service disruptions or challenges for our customers. Benefits include safe operations, safe work environments, reliable equipment, and reduced corrective repair costs.

## 5. BUDGET REQUEST BASIS

This program budget request is based on historical and engineering cost estimates of the projects in its work plan.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a routine project budget request for the 2025-2026 biennium.

## 9. ALTERNATIVES ANALYSIS

Alternatives will be determined on a per project basis and will be analyzed during predesign.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

# Capital Appropriation Proposal



**NARRATIVES** TDC ROUTINE EQUIP RPL 2025-26 1139385

## 14. OTHER CONSIDERATIONS (OPTIONAL)

These equipment are necessary for Vehicle Maintenance staff to fulfill their job duties. Well functioning equipment contributes to a supportive work environment for staff whose job is to maintain the safety and reliability of Metro buses.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MIN EQUIP REPL 2021-22 — 1139386

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/01/21 - 04/05/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/06/21 - 09/02/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/06/21 - 11/26/22 | $0 | $1,396,587 | $0 | $0 | $1,396,587 |
| **5 Closeout** 11/27/22 - 12/31/22 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/21 - 04/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,396,587** | **$0** | **$0** | **$1,396,587** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,396,587 | $0 | $0 | $1,396,587 |
| **Total Revenue** | **$1,396,587** | **$0** | **$0** | **$1,396,587** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MIN EQUIP REPL 2021-22 1139386

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,396,587 | $0 | $0 | $1,396,587 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,396,587** | **$0** | **$0** | **$1,396,587** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,396,587 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,396,587** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,396,587 | $1,396,587 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,396,587** | **$1,396,587** | **$0** |

**NARRATIVES** TDC MIN EQUIP REPL 2021-22 1139386

## Current Scope

Equipment Replacement - This program for 2021-2022 supports the replacement of minor equipment at Metro Transit Facilities. The 2021-2022 minor equipment replacements includes a number of fixed assets typically under $100,000 that are critical to operations and at the end of their respective life cycles. The program includes approximately 15-20 minor equipment replacements across the system.

## 1. PROJECT SCOPE

Equipment Replacement - This program for 2021-2022 supports the replacement of minor equipment at Metro Transit Facilities. The 2021-2022 minor equipment replacements includes a number of fixed assets typically under $100,000 that are critical to operations and at the end of their respective life cycles. The program includes approximately 15-20 minor equipment replacements across the system.

# Capital Appropriation Proposal



**NARRATIVES** TDC MIN EQUIP REPL 2021-22 1139386

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This program addresses "State of Good Repair" principles through timely reinvestment of assets to keep the necessary functions in good, safe conditions for employees and the public. It also addresses three Metro Transit strategic goals: Employees safety, service performance and financial stewardship. Replacement criteria are condition (poor to inoperable), age, depreciated value at or near zero, repair costs would exceed cost to buy new, or premature failure. The lifecycle of equipment varies depending on the use and purpose.

## 4. PROJECT BENEFITS/OUTCOMES

Safe operations, safe work environments, reliable equipment and reduced corrective repair costs.

## 5. BUDGET REQUEST BASIS

This program budget request is based on historical and engineering cost estimates of the projects in its work plan. There are approximately 15 -20 minor equipment assets replacements anticipated in 2021-2022.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC MIN EQUIP REPL 2021-22 1139386

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MIN EQUIP REPL 2023-24 — 1139387

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 03/31/23 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/01/23 - 04/05/23 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/06/23 - 09/02/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/06/23 - 11/25/24 | $0 | $0 | $1,449,256 | $0 | $1,449,256 |
| **5 Closeout** 11/26/24 - 12/30/24 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/23 - 04/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,449,256** | **$0** | **$1,449,256** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,449,256 | $0 | $1,449,256 |
| **Total Revenue** | **$0** | **$1,449,256** | **$0** | **$1,449,256** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MIN EQUIP REPL 2023-24 1139387

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $1,449,256 | $0 | $1,449,256 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,449,256** | **$0** | **$1,449,256** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,449,256 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,449,256** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC MIN EQUIP REPL 2023-24 1139387

## Current Scope

Equipment Replacement - This program for 2021-2022 supports the replacement of minor equipment at Metro Transit Facilities. The 2021-2022 minor equipment replacements includes a number of fixed assets typically under $100,000 that are critical to operations and at the end of their respective life cycles. The program includes approximately 15-20 minor equipment replacements across the system

## 1. PROJECT SCOPE

Equipment Replacement - This program for 2021-2022 supports the replacement of minor equipment at Metro Transit Facilities. The 2021-2022 minor equipment replacements includes a number of fixed assets typically under $100,000 that are critical to operations and at the end of their respective life cycles. The program includes approximately 15-20 minor equipment replacements across the system

# Capital Appropriation Proposal



**NARRATIVES** TDC MIN EQUIP REPL 2023-24 1139387

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This program addresses "State of Good Repair" principles through timely reinvestment of assets to keep the necessary functions in good, safe conditions for employees and the public. It also addresses three Metro Transit strategic goals: Employees safety, service performance and financial stewardship. Replacement criteria are condition (poor to inoperable), age, depreciated value at or near zero, repair costs would exceed cost to buy new, or premature failure. The lifecycle of equipment varies depending on the use and purpose.

## 4. PROJECT BENEFITS/OUTCOMES

Safe operations, safe work environments, reliable equipment and reduced corrective repair costs.

## 5. BUDGET REQUEST BASIS

This program budget request is based on historical and engineering cost estimates of the projects in its work plan.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** TDC MIN EQUIP REPL 2023-24 1139387

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MIN EQUIP REPL 2025-26 1139388

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 03/31/25 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/01/25 - 04/05/25 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/06/25 - 09/02/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/06/25 - 11/26/26 | $0 | $0 | $0 | $707,041 | $707,041 |
| **5 Closeout** 11/27/26 - 12/31/26 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 04/01/25 - 04/01/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$707,041** | **$707,041** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $707,041 | $707,041 |
| **Total Revenue** | **$0** | **$0** | **$707,041** | **$707,041** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MIN EQUIP REPL 2025-26 1139388

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $707,041 | $707,041 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$707,041** | **$707,041** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $707,041 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$707,041** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC MIN EQUIP REPL 2025-26 1139388

## Current Scope

Equipment Replacement - This program for 2021-2022 supports the replacement of minor equipment at Metro Transit Facilities. The 2021-2022 minor equipment replacements includes a number of fixed assets typically under $100,000 that are critical to operations and at the end of their respective life cycles. The program includes approximately 15-20 minor equipment replacements across the system.

## 1. PROJECT SCOPE

Equipment Replacement - This program for 2021-2022 supports the replacement of minor equipment at Metro Transit Facilities. The 2021-2022 minor equipment replacements includes a number of fixed assets typically under $100,000 that are critical to operations and at the end of their respective life cycles. The program includes approximately 15-20 minor equipment replacements across the system.

# Capital Appropriation Proposal



**NARRATIVES** TDC MIN EQUIP REPL 2025-26 1139388

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This program addresses "State of Good Repair" principles through timely reinvestment of assets to keep the necessary functions in good, safe conditions for employees and the public. It also addresses three Metro Transit strategic goals: Employees safety, service performance and financial stewardship. Replacement criteria are condition (poor to inoperable), age, depreciated value at or near zero, repair costs would exceed cost to buy new, or premature failure. The lifecycle of equipment varies depending on the use and purpose.

## 4. PROJECT BENEFITS/OUTCOMES

Safe operations, safe work environments, reliable equipment and reduced corrective repair costs.

## 5. BUDGET REQUEST BASIS

This program budget request is based on historical and engineering cost estimates of the projects in its work plan.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** TDC MIN EQUIP REPL 2025-26 1139388

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TCD FURNITURE REPL 2025-26 — 1139389

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 02/01/25 - 05/31/25 | $0 | $0 | $0 | $14,053 | $14,053 |
| **2 Preliminary Design** 06/01/25 - 09/28/25 | $0 | $0 | $0 | $19,850 | $19,850 |
| **3 Final Design** 09/29/25 - 02/25/26 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 09/29/25 - 09/23/26 | $0 | $0 | $0 | $198,398 | $198,398 |
| **5 Closeout** 09/24/26 - 12/22/26 | $0 | $0 | $0 | $7,350 | $7,350 |
| **6 Acquisition** 06/01/25 - 06/01/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$239,651** | **$239,651** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $239,651 | $239,651 |
| **Total Revenue** | **$0** | **$0** | **$239,651** | **$239,651** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TCD FURNITURE REPL 2025-26 1139389

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $14,053 | $14,053 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $19,850 | $19,850 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $198,398 | $198,398 |
| 5 Closeout | $0 | $0 | $0 | $0 | $7,350 | $7,350 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$239,651** | **$239,651** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $14,053 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $19,850 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $198,398 | $0 | $0 | $0 |
| 5 Closeout | $0 | $7,350 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$239,651** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TCD FURNITURE REPL 2025-26 1139389

## Current Scope

Furniture Replacement - This program is to replace furniture that is past the end of its useful life or in poor condition. Initial purchases are planned to replace furniture located in Operations at Metro Transit bases. Additional locations may be considered for furniture replacement as furniture conditions are assessed at all locations.

## 1. PROJECT SCOPE

Furniture Replacement - This program is to replace furniture that is past the end of its useful life or in poor condition. Initial purchases are planned to replace furniture located in Operations at Metro Transit bases. Additional locations may be considered for furniture replacement as furniture conditions are assessed at all locations.

# Capital Appropriation Proposal



**NARRATIVES** TCD FURNITURE REPL 2025-26 1139389

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Timely replacement of furniture that is past the end of its useful life or in poor condition provides bases with safe essential equipment. These furniture are heavily used daily. This project tracks furniture investments as assets and maintain safe environments for employees. Replacement criteria are condition (poor), age, depreciated value at or near zero, repair costs would exceed cost to buy new, or premature failure. Replacement furniture will be capitalized via the pooled asset method, which is in compliance with Generally Accepted Accounting Principles.

## 4. PROJECT BENEFITS/OUTCOMES

Replacement of old and worn out furniture will result in safer and healthier environments and improved employee morale. Base furniture is used daily by hundreds of operators. The new furniture will be industrial quality and may allow for thorough cleaning.

## 5. BUDGET REQUEST BASIS

This routine project's budget request is based on previous years' actual project costs and vendor estimates.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Effective Asset Management and Lifecycle Replacement will reduce operational maintenance cost for unplanned and corrective maintenance.

## 8. PROJECT STATUS

This is a routine project budget request for the 2025-2026 biennium.

## 9. ALTERNATIVES ANALYSIS

Alternatives will be determined on a per project basis in the predesign phase.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Furniture purchasing should use the King County Sustainable Purchasing Guide to inform selections.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

This project will provide a more comfortable and professional environment for front-line employees.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** TCD FURNITURE REPL 2025-26 1139389

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BUS STOP IMP 2021-22 — 1139390

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 12/31/22 | $0 | $188,342 | $0 | $0 | $188,342 |
| **2 Preliminary Design** 01/01/21 - 12/31/22 | $0 | $1,291,376 | $0 | $0 | $1,291,376 |
| **3 Final Design** 01/01/21 - 12/31/22 | $0 | $287,747 | $0 | $0 | $287,747 |
| **4 Implementation** 01/01/21 - 12/31/22 | $0 | $3,194,974 | $0 | $0 | $3,194,974 |
| **5 Closeout** 01/01/21 - 12/31/22 | $0 | $206,620 | $0 | $0 | $206,620 |
| **6 Acquisition** 01/01/21 - 12/31/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$5,169,061** | **$0** | **$0** | **$5,169,061** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $51,179 | $0 | $0 | $51,179 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $5,169,061 | $0 | $0 | $5,169,061 |
| **Total Revenue** | **$5,169,061** | **$0** | **$0** | **$5,169,061** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BUS STOP IMP 2021-22 1139390

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $188,342 | $0 | $0 | $188,342 |
| 2 Prelim Design | $0 | $0 | $1,291,376 | $0 | $0 | $1,291,376 |
| 3 Final Design | $0 | $0 | $287,747 | $0 | $0 | $287,747 |
| 4 Implementation | $0 | $0 | $3,143,796 | $0 | $0 | $3,143,796 |
| 5 Closeout | $0 | $0 | $206,620 | $0 | $0 | $206,620 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$5,117,882** | **$0** | **$0** | **$5,117,882** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $188,342 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,291,376 | $0 | $0 | $0 |
| 3 Final Design | $0 | $287,747 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,143,796 | $0 | $0 | $0 |
| 5 Closeout | $0 | $206,620 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,117,882** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $188,342 | $188,342 | $0 |
| 2 Preliminary Design | $0 | $1,291,376 | $1,291,376 | $0 |
| 3 Final Design | $0 | $287,747 | $287,747 | $0 |
| 4 Implementation | $0 | $3,194,974 | $3,143,796 | $51,179 |
| 5 Closeout | $0 | $206,620 | $206,620 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,169,059** | **$5,117,881** | **$51,179** |

**NARRATIVES** TDC BUS STOP IMP 2021-22 1139390

## Current Scope

Bus Stop Improvements 2021-2022 - The Bus Stop Improvement Project provides new bus stops and layover spaces and makes improvements to existing bus stops and layovers to support changes to Metro's service network, including major service network restructures tied to other transit improvements like Sound Transit light rail and bus rapid transit (BRT) projects as well as RapidRide projects. These new facilities are designed to provide ADA-accessible landing pads at a minimum.

## 1. PROJECT SCOPE

Bus Stop Improvements 2021-2022 - The Bus Stop Improvement Project provides new bus stops and layover spaces and makes improvements to existing bus stops and layovers to support changes to Metro's service network, including major service network restructures tied to other transit improvements like Sound Transit light rail and bus rapid transit (BRT) projects as well as RapidRide projects. These new facilities are designed to provide ADA-accessible landing pads at a minimum.

# Capital Appropriation Proposal



**NARRATIVES** TDC BUS STOP IMP 2021-22 1139390

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Bus Stop Improvements Project is the main vehicle for providing new and improved bus stops throughout King County. It is a critical part of maintaining, improving, and expanding the Metro transit system. Key project activities address Metro's core business functions, including establishing new bus stops in support of service network restructures; modifying or improving existing stops to address safety, security, and access issues; and implementing Need & Speed and SCAP projects. Major service network restructures that will be planned or implemented in 2021 and 2022 include the Northgate Link restructure and the East Link restructure.
This project also supports the Strategic Plan's Service Excellence Goal, supporting overall customer satisfaction and Transit Strategy3.2.2 "…Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system." New and improved passenger and layover facilities support continued growth in transit service and ridership while implementing the expanded service network identified in Metro Connects. Improved bus stops prioritize ESJ and climate considerations in addition to ridership.

The project heavily emphasizes partnership project opportunities to allow Metro to cost-effectively deliver bus stop improvements as part of public and private projects to improve the right-of-way while ensuring bus stops continue to be designed and constructed to Metro's standards.

If this project did not exist, Metro would lose the ability to: establish new bus stops to support major service network restructures; improve and maintain a pleasant passenger waiting environment that includes weather protection; adjust and change the existing shelter locations in coordination with the regular service restructures; to address security and lighting issues by installing shelters with lighting; to provide artwork within the community; and to efficiently partner with jurisdictions and developers when new opportunities arise or when existing shelter locations are impacted by adjacent construction and require alteration or removal.

## 4. PROJECT BENEFITS/OUTCOMES

This project targets the completion of improvements at approximately250 bus stops in the 2021-2022 biennium, including about 30 new bus stops w/ civil construction, 110 new shelters, 100 landing pads, 75 benches, and 7 solar-lighting retrofits on existing shelters. These will be delivered through a combination of Metro-led projects and partnerships with other local governments and property developers. Many projects will be focused on Metro's core business activities, including supporting service changes and addressing safety, security, and access issues. Additional projects improving existing bus stops will prioritize ESJ and climate considerations, ridership, and community input.

This is a routine project and includes a combination of programmed and un-programmed activities as outlined in the project scope. The program is intended to be flexible to respond to emerging safety and security concerns, changes to the transit service network, strategic initiatives, and partnership opportunities. Many of these considerations are not known or sufficiently defined on a timeline that aligns with King County's biennial budgeting process. The program is able to provide better value by leveraging partnership project opportunities as they become available, and it is better able to support Metro's continuing planning efforts by identifying and reprioritizing projects based on changing conditions and updated plans.

## 5. BUDGET REQUEST BASIS

The amount requested is based on typical project costs from prior years and the number of anticipated projects. Staffing costs for planning, design, and implementation are also included.

## 6. FUNDING AND REVENUE DISCUSSION

Metro is working to strengthen partnerships with jurisdictions and developers to fold improvements into larger capital improvements and leverage transit funds. Partnerships will be critical in meeting the targets outlined in Metro Connects.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project will increase operating costs to maintain sheltered bus stops by increasing the total number of sheltered stops. However, the project team pursues private awning projects to provide weather protection for waiting passengers whenever possible, avoiding the need for Metro staff to maintain a bus shelter and provide trash service. Projects delivering in-lane bus stops or rebalancing bus stops may slightly decrease bus operating costs by improving bus speed and reliability. Most other improvements delivered by this program should have little or no impact on operating costs.

**NARRATIVES** TDC BUS STOP IMP 2021-22 1139390

## 8. PROJECT STATUS

The Bus Stop Improvements Project is an ongoing routine project that advances and completes improvements to bus stops and layover areas At any given time, a portion of these projects will be in planning, design, permitting, or construction.

To date in the 2019-2020 biennium, the project has installed approximately 70 new bus shelters and over 30 landing pads. Roughly 100 locations have improvements designed and under construction through private and local agency partnership projects, including foundations for new bus shelters. Major partnership work includes the opening of three new RapidRide stations along 7th Ave N as part of WSDOT's North Surface Streets project at the SR 99 tunnel portal and an agreement with SDOT for the design and construction of two new island stops with the construction of a new protected bicycle lane along E Green Lake Drive N. The project is also designing and constructing eight new bus stops to support implementation of the RKAAMP service network restructure later in 2020.

## 9. ALTERNATIVES ANALYSIS

Individual projects within the Bus Stop Improvements Project will be subject to review, vetting, and consideration of alternatives by Transit Route Facilities and Civil Engineering staff before the project proceeds to permitting. The purpose of this process is to ensure individual projects best meet the safety and accessibility needs of Metro's customers while advancing the County's equity and social justice goals and strategic goals. Criteria considered include the following:

- Ridership
- Transfer points
- Proximity to community assets and other destinations
- ESJ priority areas and routes
- Climate impact priority areas (SCAP alignment)
- Mobility Framework/Need + Speed priority areas and routes
- Community and local agency requests

## 10. OTHER AGENCY INVOLVEMENT

This project will emphasize partnership projects whenever possible. The 2021-2022 budget reflects the desire to increase the number of partnership projects in order to deliver more new and improved bus stops and passenger facilities with available funds. A particular area of focus will be proactively engaging with local jurisdictions on roadway corridor improvement projects, such as paving projects and roadway redesigns, to include improved transit passenger facilities. See project status for some of the project's partnership work in the current biennium.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project implements bus stop improvements throughout King County and within Metro's service area. In late 2017, an analysis was done to confirm that historically marginalized communities were receiving at least the same level of investment in bus stop improvements. Subsequently, the process for selecting and prioritizing individual bus stop improvement projects was updated in 2020 to explicitly include considerations of equity and social justice as part of the updated Green Building Ordinance (GBO) scorecard process. Emphasis is placed on communities of need as well as locations adjacent to community assets including medical centers, community centers, social service facilities, employment and job training centers, and schools.

**NARRATIVES** TDC BUS STOP IMP 2021-22 1139390

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

The Bus Stop Improvement Project will include climate impact priority areas as one of the criteria considered in project site selection and prioritization. The project has committed to ensuring that at least 10% of weather-related passenger facilities improvements are located at bus stops in climate priority areas, addressing the anticipated increase in need for shade during heat events and cover during heavy rainfall. Additionally, projects in climate priority areas will be adjusted to address climate-related issues where feasible, such as planting new street trees in areas with low tree cover.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SERVICE MGMT MODERNIZ 1139391

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/03/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/04/21 - 06/12/21 | $0 | $231,853 | $0 | $0 | $231,853 |
| **2 Preliminary Design** 06/13/21 - 05/04/22 | $0 | $3,064,781 | $0 | $0 | $3,064,781 |
| **3 Final Design** 05/05/22 - 10/01/22 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 10/02/22 - 09/26/23 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 05/05/22 - 06/03/22 | $0 | $57,866 | $0 | $0 | $57,866 |
| **6 Acquisition** 06/13/21 - 06/13/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$3,354,501** | **$0** | **$0** | **$3,354,501** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $3,354,501 | $0 | $0 | $3,354,501 |
| **Total Revenue** | **$3,354,501** | **$0** | **$0** | **$3,354,501** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SERVICE MGMT MODERNIZ 1139391

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $231,853 | $0 | $0 | $231,853 |
| 2 Prelim Design | $0 | $0 | $3,064,781 | $0 | $0 | $3,064,781 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $57,866 | $0 | $0 | $57,866 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$3,354,501** | **$0** | **$0** | **$3,354,501** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $231,853 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $3,064,781 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $57,866 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,354,501** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $231,853 | $231,853 | $0 |
| 2 Preliminary Design | $0 | $3,064,781 | $3,064,781 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $57,866 | $57,866 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,354,500** | **$3,354,500** | **$0** |

**NARRATIVES** TDC SERVICE MGMT MODERNIZ 1139391

## Current Scope

Service Management Modernization - This is strictly an analysis and planning project that will holistically scope a broad, but clear and phased approach to updating Metro's service management systems (hardware, software, infrastructure, facilities, business, and services); and propose ways to improve in terms of service quality, safety, scalability, flexibility, and overall efficiency. Aspects include, but are not limited to, active service management, Transit Control Center and field operations, field communications, service planning, scheduling, dispatching, battery bus operations, real-time data, transportation demand management, data analytics and visualization, equity planning, workforce management, and training. Though non-technology components are included, the project emphasizes the adoption of technology-based solutions needed for growth, efficiency, quality control, data analysis, and staff empowerment. This project will strive to identify best-in-class service management by peer agencies, and industry best practices for future adoption by Metro. Portions of Metro service management may require more short-term interventions for systems which are at or near end of life; however, this project well help to identify where those systems reside in the overall service management ecosystem, rather than as independent stand-alone projects.

# Capital Appropriation Proposal



**NARRATIVES** TDC SERVICE MGMT MODERNIZ 1139391

## 1. PROJECT SCOPE

Service Management Modernization - This is strictly an analysis and planning project that will holistically scope a broad, but clear and phased approach to updating Metro's service management systems (hardware, software, infrastructure, facilities, business, and services); and propose ways to improve in terms of service quality, safety, scalability, flexibility, and overall efficiency. Aspects include, but are not limited to, active service management, Transit Control Center and field operations, field communications, service planning, scheduling, dispatching, battery bus operations, real-time data, transportation demand management, data analytics and visualization, equity planning, workforce management, and training. Though non-technology components are included, the project emphasizes the adoption of technology-based solutions needed for growth, efficiency, quality control, data analysis, and staff empowerment. This project will strive to identify best-in-class service management by peer agencies, and industry best practices for future adoption by Metro. Portions of Metro service management may require more short-term interventions for systems which are at or near end of life; however, this project well help to identify where those systems reside in the overall service management ecosystem, rather than as independent stand-alone projects.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Service Management must be studied and considered as a whole in order to develop a big-picture strategy in which systems and processes are orchestrated and integrated in such a way as to minimize functional overlap, costs, and unnecessary complexity; as well as maximize efficiency, service quality, growth, maintainability, and flexibility.

For this project to be successful, the analysis and approach it yields must be thorough and comprehensive enough to flesh out all the impacts that changes to or replacement of existing systems, investments, and processes could have. It must spell out functional requirements, costs, change management, tradeoffs, risks, etc. Because a unified approach minimizes duplication of tasks and expenditures and makes all costs more transparent, investing in developing this project will help Metro to optimize and modernize service management and leverage related future initiatives.

Risks of not completing include unnecessarily limited approaches and technologies that are antiquated or no longer serve their purpose; eroding service quality, resulting in loss of ridership; the inability to scale services without increasing headcount; and missed cost-avoidance opportunities.

Transit goals positively impacted by project: responsive customer service; public engagement; safety; equitable access to public transportation; thriving and sustainable communities; protected environment; and sound financial management.

## 4. PROJECT BENEFITS/OUTCOMES

This project will result in an up-to-date, holistically scoped analysis and approach for modernizing service management systems and processes, which will broadly take into account the all the functions associated with service management along with the requirements of each function -- weighing costs with benefits and paying special attention to system integration and up-to-date technology. It will serve as a unified framework/roadmap from which to launch related future projects to support the various constituent functions within service management; identify and establish measurable baselines; and clearly pinpoint areas of greatest risk, vulnerability, and need according to industry best practices.

## 5. BUDGET REQUEST BASIS

This project is scheduled to complete preliminary design during the biennium. As a result, the costs associated with reaching this milestone are being requested for appropriation. Requested project resources include: an outside consultant, an IT Project Manager, a Metro Lead, staff support from multiple departments and work groups, as well as consultation, analysis, and other support from KCIT.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by the Public Transportation Fund, capital sub fund.

**NARRATIVES** TDC SERVICE MGMT MODERNIZ 1139391

## 7. OPERATING BUDGET AND OTHER IMPACTS

The driving force behind this project is to identify ways of growing and improving service management without incurring more costs. Although no cost savings are anticipated, the plan delivered by this project will set the stage for making better use of resources the agency already has through its technology and business process improvement recommendations.

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

This project will include alternatives analysis, since it is a planning and analysis project itself. An alternative to going forward with this project would be to continue to address various technology needs from different functional parts of the Metro organization without the context of an overall strategic framework/roadmap, which is the deliverable of this project. However, to do so would likely duplicate efforts and functionality without the advantage of fully leveraging any effort across the organization, creating potential process, data, and technology incompatibilities.

## 10. OTHER AGENCY INVOLVEMENT

This project will involve a number of Metro divisions and workgroups, including, but not limited to Transit Facilities, Bus Operations, Vehicle Maintenance, Mobility, and Finance and Administration. Additionally it will rely of consultative support from KCIT. Staff from Metro divisions will be involved as subject matter experts of their business roles, systems, and processes. Transit Technology Oversight (of the Finance and Administration Division) will be managing the project.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The project deliverable, i.e., the analysis and resulting plan this project will yield, will include equity impacts and considerations with each aspect of service management included in the analysis. Demographics of impacted populations will be expressly called out; and baselines for measuring equity will be identified. Whether or not the project will significantly further the goal of King County Equity and Social Justice will depend upon the conclusions drawn from the analysis and the plan the project yields. However, it should not have a negative impact on equity.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

**NARRATIVES** TDC SERVICE MGMT MODERNIZ 1139391

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The following is a list of some of the relevant components identified at the time this document was written that will require inquiry and analysis: HASTUS (software currently used for planning, scheduling, and timekeeping), CAD/AVL (Computer-Aided Dispatch/Automatic Vehicle Locator), TCC rebuild (includes phone system replacement and addition CAD/AVL workstations), Field Communications (radio and cellular hardware and networks), Active Service Management (includes TCC expansion, field break rooms and comfort stations, terminal layout modifications, mid route zone expansion, non-revenue vehicles, bus operations, and other tools as needed (hardware, software, etc.), battery bus operations, base operations, service quality (data analytics), vehicle planning, First Mile / Last Mile (e.g. Community Shuttles and VIA), Vanpool, Equity, Remix/NetPlan (software for real-time route data visualization), Automatic Passenger Count, Access/Paratransit, Green Power (a capital project), Vehicle Dispatch system, Workforce Management (operators, base operations, training, certification, qualification tracking, interface with asset management system), Rideshare.

Critical Success Factors:
1.) Phase this project. Begin with planning $$ only.
2.) Strategize. Ensure synergy with other systems, like computer aided dispatch.
3.) Explore AI and ML to better understand and act on data.
4.) Needs to be a SaaS solution.
5.) Include a design review through ART.
6.) For the BAP: Quantify, if possible, the long-term savings or additional costs associated with implementation of this project. Also identify non-financial benefits.
7.) Get approval from SLT for Headway Management before implementation begins.
8.) Conduct EIR - project impacts KC employees and members of the public.
9.) Specific target on % of trips within desired span. Also consider capturing customer satisfaction metrics for RR lines.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

Project supports IT Strategic goals as follows:

Connected Government: plan service modernization improvements to address faster, more convenient and cost-effective delivery of services, and increased service quality due to increased standardization and reduced downtime. The project will elucidate ways to streamline processes and utilize modern technology to increase capacity to manage service effectively and accommodate program growth. Connected Data: enable better decisions, reduced costs, reduced risk, and greater flexibility in responding to changing business needs.

## 16. PROJECT COMPLEXITY

Since this project is strictly analysis and planning, its complexity is high on the business side and relatively low on the technology side. The reason it is high on the business side is that there are multiple, interconnected aspects of service management to look at that impact many workgroups, processes, and systems.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

The project will require the time of several subject matter experts within Metro across several divisions and workgroups, an outside consultant, and support from the Department of Information Technology (KCIT). The success of this project depends on access to and time with the people with the right experience and expertise in service management and knowledge of the relevant, current information systems and business processes. With a project of this scope, duration, and business complexity, it is anticipated that a steering committee will be created and that a Metro FTE will be temporarily dedicated to this project.

**NARRATIVES** TDC SERVICE MGMT MODERNIZ 1139391

## 18. PROJECT RISKS

Since this is strictly an analysis and planning project, the risks typically present in a technology project are not applicable here. However, its success relies on the availability of the right subject matter experts and the ability to avoid analysis paralysis. Because of the broad nature of this project, there is more of a danger of scope creep. To address this, clear boundaries regarding functional, system, technology, and business processes this project does and does not include must be spelled out at its outset. Finding the sweet spot between being comprehensive enough and including everything but the kitchen sink is critical. Over-inclusion is wasteful in terms of staff time and project timeline. Under-inclusion does not achieve the holistic perspective of service management, which is the purpose of this project.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BUS STOP IMP 2023-24 — 1139392

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 12/31/24 | $0 | $0 | $79,463 | $0 | $79,463 |
| **2 Preliminary Design** 01/01/23 - 12/31/24 | $0 | $0 | $553,360 | $0 | $553,360 |
| **3 Final Design** 01/01/23 - 12/31/24 | $0 | $0 | $113,131 | $0 | $113,131 |
| **4 Implementation** 01/01/23 - 12/31/24 | $0 | $0 | $1,881,346 | $0 | $1,881,346 |
| **5 Closeout** 01/01/23 - 12/31/24 | $0 | $0 | $97,074 | $0 | $97,074 |
| **6 Acquisition** 01/01/23 - 12/31/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$2,724,373** | **$0** | **$2,724,373** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $26,974 | $0 | $26,974 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $2,724,373 | $0 | $2,724,373 |
| **Total Revenue** | **$0** | **$2,724,373** | **$0** | **$2,724,373** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BUS STOP IMP 2023-24 1139392

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $79,463 | $0 | $79,463 |
| 2 Prelim Design | $0 | $0 | $0 | $553,360 | $0 | $553,360 |
| 3 Final Design | $0 | $0 | $0 | $113,131 | $0 | $113,131 |
| 4 Implementation | $0 | $0 | $0 | $1,854,372 | $0 | $1,854,372 |
| 5 Closeout | $0 | $0 | $0 | $97,074 | $0 | $97,074 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$2,697,399** | **$0** | **$2,697,399** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $79,463 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $553,360 | $0 | $0 | $0 |
| 3 Final Design | $0 | $113,131 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,854,372 | $0 | $0 | $0 |
| 5 Closeout | $0 | $97,074 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,697,399** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC BUS STOP IMP 2023-24 1139392

## Current Scope

Bus Stop Improvements 2023-2024 - The Bus Stop Improvement Project provides new bus stops and layover spaces and makes improvements to existing bus stops and layovers. New bus stops and layovers are provided to support changes to Metrós service network, including major service network restructures tied to other transit improvements like Sound Transit light rail and bus rapid transit (BRT) projects as well as RapidRide projects. Improvements to existing stops and layover locations address safety, comfort, and accessibility needs by providing ADA-accessible landing pads and pathways and lighting improvements.

# Capital Appropriation Proposal



**NARRATIVES** TDC BUS STOP IMP 2023-24 1139392

## 1. PROJECT SCOPE

Bus Stop Improvements 2023-2024 - The Bus Stop Improvement Project provides new bus stops and layover spaces and makes improvements to existing bus stops and layovers. New bus stops and layovers are provided to support changes to Metro's service network, including major service network restructures tied to other transit improvements like Sound Transit light rail and bus rapid transit (BRT) projects as well as RapidRide projects. Improvements to existing stops and layover locations address safety, comfort, and accessibility needs by providing ADA-accessible landing pads and pathways and lighting improvements.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Bus Stop Improvements Project is the main vehicle for providing new and improved bus stops throughout King County. It is a critical part of maintaining, improving, and expanding the Metro transit system. Key project activities address Metro's core business functions, including establishing new bus stops in support of service network restructures; modifying or improving existing stops to address safety, security, and access issues; and implementing Need & Speed and SCAP projects. Major service network restructures that will be planned or implemented in 2021 and 2022 include the Northgate Link restructure and the East Link restructure.
This project also supports the Strategic Plan's Service Excellence Goal, supporting overall customer satisfaction and Transit Strategy3.2.2 "…Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system." New and improved passenger and layover facilities support continued growth in transit service and ridership while implementing the expanded service network identified in Metro Connects. Improved bus stops prioritize ESJ and climate considerations in addition to ridership.

The project heavily emphasizes partnership project opportunities to allow Metro to cost-effectively deliver bus stop improvements as part of public and private projects to improve the right-of-way while ensuring bus stops continue to be designed and constructed to Metro's standards.

If this project did not exist, Metro would lose the ability to: establish new bus stops to support major service network restructures; improve and maintain a pleasant passenger waiting environment that includes weather protection; adjust and change the existing shelter locations in coordination with the regular service restructures; to address security and lighting issues by installing shelters with lighting; to provide artwork within the community; and to efficiently partner with jurisdictions and developers when new opportunities arise or when existing shelter locations are impacted by adjacent construction and require alteration or removal.

## 4. PROJECT BENEFITS/OUTCOMES

This project targets the completion of improvements at approximately250 bus stops in the 2021-2022 biennium, including about 30 new bus stops w/ civil construction, 110 new shelters, 100 landing pads, 75 benches, and 7 solar-lighting retrofits on existing shelters. These will be delivered through a combination of Metro-led projects and partnerships with other local governments and property developers. Many projects will be focused on Metro's core business activities, including supporting service changes and addressing safety, security, and access issues. Additional projects improving existing bus stops will prioritize ESJ and climate considerations, ridership, and community input.

This is a routine project and includes a combination of programmed and un-programmed activities as outlined in the project scope. The program is intended to be flexible to respond to emerging safety and security concerns, changes to the transit service network, strategic initiatives, and partnership opportunities. Many of these considerations are not known or sufficiently defined on a timeline that aligns with King County's biennial budgeting process. The program is able to provide better value by leveraging partnership project opportunities as they become available, and it is better able to support Metro's continuing planning efforts by identifying and reprioritizing projects based on changing conditions and updated plans.

## 5. BUDGET REQUEST BASIS

The amount requested is based on typical project costs from prior years and the number of anticipated projects. Staffing costs for planning, design, and implementation are also included.

**NARRATIVES** TDC BUS STOP IMP 2023-24 1139392

## 6. FUNDING AND REVENUE DISCUSSION

Metro is working to strengthen partnerships with jurisdictions and developers to fold improvements into larger capital improvements and leverage transit funds. Partnerships will be critical in meeting the targets outlined in Metro Connects.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project will increase operating costs to maintain sheltered bus stops by increasing the total number of sheltered stops. However, the project team pursues private awning projects to provide weather protection for waiting passengers whenever possible, avoiding the need for Metro staff to maintain a bus shelter and provide trash service. Projects delivering in-lane bus stops or rebalancing bus stops may slightly decrease bus operating costs by improving bus speed and reliability. Most other improvements delivered by this program should have little or no impact on operating costs.

## 8. PROJECT STATUS

The Bus Stop Improvements Project is an ongoing routine project that advances and completes improvements to bus stops and layover areas At any given time, a portion of these projects will be in planning, design, permitting, or construction.

To date in the 2019-2020 biennium, the project has installed approximately 70 new bus shelters and over 30 landing pads. Roughly 100 locations have improvements designed and under construction through private and local agency partnership projects, including foundations for new bus shelters. Major partnership work includes the opening of three new RapidRide stations along 7th Ave N as part of WSDOT's North Surface Streets project at the SR 99 tunnel portal and an agreement with SDOT for the design and construction of two new island stops with the construction of a new protected bicycle lane along E Green Lake Drive N. The project is also designing and constructing eight new bus stops to support implementation of the RKAAMP service network restructure later in 2020.

## 9. ALTERNATIVES ANALYSIS

Individual projects within the Bus Stop Improvements Project will be subject to review, vetting, and consideration of alternatives by Transit Route Facilities and Civil Engineering staff before the project proceeds to permitting. The purpose of this process is to ensure individual projects best meet the safety and accessibility needs of Metro's customers while advancing the County's equity and social justice goals and strategic goals. Criteria considered include the following:

- Ridership
- Transfer points
- Proximity to community assets and other destinations
- ESJ priority areas and routes
- Climate impact priority areas (SCAP alignment)
- Mobility Framework/Need + Speed priority areas and routes
- Community and local agency requests

## 10. OTHER AGENCY INVOLVEMENT

This project will emphasize partnership projects whenever possible. The 2021-2022 budget reflects the desire to increase the number of partnership projects in order to deliver more new and improved bus stops and passenger facilities with available funds. A particular area of focus will be proactively engaging with jurisdictions on roadway corridor improvement projects, such as paving projects and roadway redesigns, to include improved transit passenger facilities. See project status for some of the project's partnership work in the current biennium.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project implements bus stop improvements throughout King County and within Metro's service area. In late 2017, an analysis was done to confirm that historically marginalized communities were receiving at least the same level of investment in bus stop improvements. Subsequently, the process for selecting and prioritizing individual bus stop improvement projects was updated in 2020 to explicitly include considerations of equity and social justice as part of the updated Green Building Ordinance (GBO) scorecard process. Emphasis is placed on communities of need as well as locations adjacent to community assets including medical centers, community centers, social service facilities, employment and job training centers, and schools.

**NARRATIVES** TDC BUS STOP IMP 2023-24 1139392

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

The Bus Stop Improvement Project will include climate impact priority areas as one of the criteria considered in project site selection and prioritization. The project has committed to ensuring that at least 10% of weather-related passenger facilities improvements are located at bus stops in climate priority areas, addressing the anticipated increase in need for shade during heat events and cover during heavy rainfall. Additionally, projects in climate priority areas will be adjusted to address climate-related issues where feasible, such as planting new street trees in areas with low tree cover.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ORCA NG ENHANCEMENTS 1139393

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/22 - 03/31/22 | $0 | $43,416 | $0 | $0 | $43,416 |
| **2 Preliminary Design** 04/01/22 - 11/01/22 | $0 | $606,527 | $0 | $0 | $606,527 |
| **3 Final Design** 11/02/22 - 03/31/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/01/23 - 03/25/24 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 11/02/22 - 12/31/22 | $0 | $24,944 | $0 | $0 | $24,944 |
| **6 Acquisition** 04/01/22 - 04/01/22 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$674,888** | **$0** | **$0** | **$674,888** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $674,888 | $0 | $0 | $674,888 |
| **Total Revenue** | **$674,888** | **$0** | **$0** | **$674,888** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ORCA NG ENHANCEMENTS 1139393

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $43,416 | $0 | $0 | $43,416 |
| 2 Prelim Design | $0 | $0 | $606,527 | $0 | $0 | $606,527 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $24,944 | $0 | $0 | $24,944 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$674,888** | **$0** | **$0** | **$674,888** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $43,416 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $606,527 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $24,944 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$674,888** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $43,416 | $43,416 | $0 |
| 2 Preliminary Design | $0 | $606,527 | $606,527 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $24,944 | $24,944 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$674,887** | **$674,887** | **$0** |

**NARRATIVES** TDC ORCA NG ENHANCEMENTS 1139393

## Current Scope

ORCA Next Generation Enhancements - This project, in coordination with regional partners, will analyze and plan for the phase 2 work for next generation ORCA. This planning effort will utilize outside consultants who will assist in identifying, ranking, and scoping projects that would be identified for future projects for implementation. A part-time project manager and agency lead will coordinate with internal stakeholders, conduct requirements gathering, and ensure future projects meet the needs of the agency and our customers.

## 1. PROJECT SCOPE

ORCA Next Generation Enhancements - This project, in coordination with regional partners, will analyze and plan for the phase 2 work for next generation ORCA. This planning effort will utilize outside consultants who will assist in identifying, ranking, and scoping projects that would be identified for future projects for implementation. A part-time project manager and agency lead will coordinate with internal stakeholders, conduct requirements gathering, and ensure future projects meet the needs of the agency and our customers.

# Capital Appropriation Proposal



**NARRATIVES** TDC ORCA NG ENHANCEMENTS 1139393

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The next gen ORCA project is scheduled to begin transition in September of 2021. The full transition will take up to a year (3rd quarter 2022) before full system integration. This period from initial transition to project completion will consist primarily of equipment installations and issue resolution. By starting the planning for phase 2 of next gen ORCA during this time, it will allow a quick start following full system integration to begin work at implementing the desired new features without delay. There are a significant number of desired ORCA functions that are not part of the initial next generation ORCA project which will add features and value to customers. These efforts could include fare capping, paid park and ride parking, integration with third party providers such as Uber and Lyft, bicycle parking fee collection, full integration with Vanpool and Access, and other integrations such as NHL and Mariners.

## 4. PROJECT BENEFITS/OUTCOMES

Benefits: This project will allow desired features to be implemented in the ORCA system in a more efficient manner, with less lag time from the completion of phase 1 and the start of phase 2.

Outcomes: This project will identify those features and integrations which have the greatest agency and customer support and will estimate costs and priorities for those items. Future budget requests to implement these features will be provided for the next biennium budget consideration.

## 5. BUDGET REQUEST BASIS

This planning project supports consultant services required to understand desired functionalities that will add features and value to customers. These efforts could include fare capping, paid park and ride parking, integration with third party providers such as Uber and Lyft, bicycle parking fee collection, full integration with Vanpool and Access, and other integrations such as NHL and Mariners. Starting the planning for phase 2 of next gen ORCA during the initial launch phase of the ORCA replacement project will allow a quick start following full system integration to begin implementing the desired new features without delay.

## 6. FUNDING AND REVENUE DISCUSSION

Funding will be from the Metro Capital Fund. No revenue impacts are expected.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This is a planning project only. No operating impacts are expected. Future operating impacts could be identified through the future efforts to implement additional ORCA features.

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

None. This is a planning project to determine alternatives for future projects.

## 10. OTHER AGENCY INVOLVEMENT

This will be done in consultation and coordination with the other ORCA partner agencies: Sound Transit, Community Transit, Pierce Transit, Everett Transit, Kitsap Transit, and Washington State Ferries.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Issues of equity and social justice will be considered in identification of future projects and their potential impacts on communities of interest. As a planning project there is no direct equity or social justice impact.

**NARRATIVES** TDC ORCA NG ENHANCEMENTS 1139393

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

As a planning project there are not direct impacts to the strategic climate action plan. Future projects associated with this planning effort will need to consider these topics.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Critical Success Factors:

1.) Phase this project. Start with planning $$ only.
2.) Ensure that existing systems removed / decommissioned when no longer needed due to next gen orca replacing them.
3.) For follow on projects, avoid use of programmatic projects. Do standalone projects for each scope/batch of enhancements.
4.) EIR is required. As part of project planning deliverable. Language, vulnerable populations, KC employee process impacts. Coordinate with Next Gen EIR work.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

Project supports IT Strategic goals as follows:

Connected Communities: Enhance the Customer Experience. This project will identify those areas that have the strongest interest for our transit customers and will identify future enhancements to improve the customer experience and expand the utility of the ORCA system. The objective is to make it easy for customers to seamlessly travel on transit.
Connected Data: The ORCA system is designed to make the regional transit system more accessible to customer using an ORCA card. The future enhancements will expand which services can be accessed on ORCA such as parking at park and ride facilities and bike parking.

## 16. PROJECT COMPLEXITY

This project has medium to low complexity. This is a planning project which will identify future changes to the still to be implemented next gen ORCA system. The changes will be implemented by the existing contracted vendor to their system, for functions that are available in other projects. It will be an expansion of functionality for the ORCA regional partners.
Business Impact: 3
Business Leadership: 2
Technology Impact and Risk: 3
Technical Solution Approach: 3

## 17. CAPACITY TO IMPLEMENT THE PROJECT

The ORCA fare collection system is core to King County Metro operations and has high priority and visibility to expand functionality that will become available once the next gen ORCA system is implemented. These changes will improve customer experience, increase adoption of ORCA fare payment by customers, and integrate other transit and transit adjacent systems into the ORCA system. As a planning project, there is not significant impact to business operations as the identified system changes will come from future projects that will be identified. An outside consultant will be hired to do the majority of the analysis, and will require part time support from a Transit Technology Project Manager and a transit strategic resource.

## 18. PROJECT RISKS

The project risks are low as this is a planning only project. The greater risks are if the project does not proceed. While this planning effort is intended to start once significant implementation of next gen ORCA has begun, this is to allow for a quick start to phase 2 of next gen ORCA to implement those identified and desired improvements that are not possible in phase 1 of next gen ORCA. If the project does not proceed in this biennium it will cause delay in the implementation of these improvements while the planning work is done following full system acceptance of next gen ORCA.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BUS STOP IMP 2025-26 — 1139394

Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 12/31/26 | $0 | $0 | $0 | $84,385 | $84,385 |
| **2 Preliminary Design** 01/01/25 - 12/31/26 | $0 | $0 | $0 | $587,403 | $587,403 |
| **3 Final Design** 01/01/25 - 12/31/26 | $0 | $0 | $0 | $120,140 | $120,140 |
| **4 Implementation** 01/01/25 - 12/31/26 | $0 | $0 | $0 | $1,996,517 | $1,996,517 |
| **5 Closeout** 01/01/25 - 12/31/26 | $0 | $0 | $0 | $103,088 | $103,088 |
| **6 Acquisition** 01/01/25 - 12/31/26 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$2,891,532** | **$2,891,532** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $28,629 | $28,629 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $2,891,532 | $2,891,532 |
| **Total Revenue** | **$0** | **$0** | **$2,891,532** | **$2,891,532** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BUS STOP IMP 2025-26 1139394

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $84,385 | $84,385 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $587,403 | $587,403 |
| 3 Final Design | $0 | $0 | $0 | $0 | $120,140 | $120,140 |
| 4 Implementation | $0 | $0 | $0 | $0 | $1,967,888 | $1,967,888 |
| 5 Closeout | $0 | $0 | $0 | $0 | $103,088 | $103,088 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$2,862,903** | **$2,862,903** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $84,385 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $587,403 | $0 | $0 | $0 |
| 3 Final Design | $0 | $120,140 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,967,888 | $0 | $0 | $0 |
| 5 Closeout | $0 | $103,088 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,862,903** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC BUS STOP IMP 2025-26 1139394

## Current Scope

Bus Stop Improvements 2025-2026 - The Bus Stop Improvement Project provides new bus stops and layover spaces and makes improvements to existing bus stops and layovers to support changes to Metro's service network, including major service network restructures tied to other transit improvements like Sound Transit light rail and bus rapid transit (BRT) projects as well as RapidRide projects. Improvements to existing stops and layover locations address safety, comfort, and accessibility needs by providing ADA-accessible landing pads and pathways and lighting improvements.

# Capital Appropriation Proposal



**NARRATIVES** TDC BUS STOP IMP 2025-26 1139394

## 1. PROJECT SCOPE

Bus Stop Improvements 2025-2026 - The Bus Stop Improvement Project provides new bus stops and layover spaces and makes improvements to existing bus stops and layovers to support changes to Metro's service network, including major service network restructures tied to other transit improvements like Sound Transit light rail and bus rapid transit (BRT) projects as well as RapidRide projects. Improvements to existing stops and layover locations address safety, comfort, and accessibility needs by providing ADA-accessible landing pads and pathways and lighting improvements.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Bus Stop Improvements Project is the main vehicle for providing new and improved bus stops throughout King County. It is a critical part of maintaining, improving, and expanding the Metro transit system. Key project activities address Metro's core business functions, including establishing new bus stops in support of service network restructures; modifying or improving existing stops to address safety, security, and access issues; and implementing Need & Speed and SCAP projects. Major service network restructures that will be planned or implemented in 2021 and 2022 include the Northgate Link restructure and the East Link restructure.
This project also supports the Strategic Plan's Service Excellence Goal, supporting overall customer satisfaction and Transit Strategy3.2.2 "…Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system." New and improved passenger and layover facilities support continued growth in transit service and ridership while implementing the expanded service network identified in Metro Connects. Improved bus stops prioritize ESJ and climate considerations in addition to ridership.

The project heavily emphasizes partnership project opportunities to allow Metro to cost-effectively deliver bus stop improvements as part of public and private projects to improve the right-of-way while ensuring bus stops continue to be designed and constructed to Metro's standards.

If this project did not exist, Metro would lose the ability to: establish new bus stops to support major service network restructures; improve and maintain a pleasant passenger waiting environment that includes weather protection; adjust and change the existing shelter locations in coordination with the regular service restructures; to address security and lighting issues by installing shelters with lighting; to provide artwork within the community; and to efficiently partner with jurisdictions and developers when new opportunities arise or when existing shelter locations are impacted by adjacent construction and require alteration or removal.

## 4. PROJECT BENEFITS/OUTCOMES

This project targets the completion of improvements at approximately250 bus stops in the 2021-2022 biennium, including about 30 new bus stops w/ civil construction, 110 new shelters, 100 landing pads, 75 benches, and 7 solar-lighting retrofits on existing shelters. These will be delivered through a combination of Metro-led projects and partnerships with other local governments and property developers. Many projects will be focused on Metro's core business activities, including supporting service changes and addressing safety, security, and access issues. Additional projects improving existing bus stops will prioritize ESJ and climate considerations, ridership, and community input.

This is a routine project and includes a combination of programmed and un-programmed activities as outlined in the project scope. The program is intended to be flexible to respond to emerging safety and security concerns, changes to the transit service network, strategic initiatives, and partnership opportunities. Many of these considerations are not known or sufficiently defined on a timeline that aligns with King County's biennial budgeting process. The program is able to provide better value by leveraging partnership project opportunities as they become available, and it is better able to support Metro's continuing planning efforts by identifying and reprioritizing projects based on changing conditions and updated plans.

## 5. BUDGET REQUEST BASIS

The budget request is based on typical project costs from prior years and the number of projects that are anticipated in the targets outlined above. Staffing costs for planning, design, and implementation are also included.

**NARRATIVES** TDC BUS STOP IMP 2025-26 1139394

## 6. FUNDING AND REVENUE DISCUSSION

Metro is working to strengthen partnerships with jurisdictions and developers to fold improvements into larger capital improvements and leverage transit funds. Partnerships will be critical in meeting the targets outlined in Metro Connects.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project will increase operating costs to maintain sheltered bus stops by increasing the total number of sheltered stops. However, the project team pursues private awning projects to provide weather protection for waiting passengers whenever possible, avoiding the need for Metro staff to maintain a bus shelter and provide trash service. Projects delivering in-lane bus stops or rebalancing bus stops may slightly decrease bus operating costs by improving bus speed and reliability. Most other improvements delivered by this program should have little or no impact on operating costs.

## 8. PROJECT STATUS

The Bus Stop Improvements Project is an ongoing routine project that advances and completes improvements to bus stops and layover areas At any given time, a portion of these projects will be in planning, design, permitting, or construction.

To date in the 2019-2020 biennium, the project has installed approximately 70 new bus shelters and over 30 landing pads. Roughly 100 locations have improvements designed and under construction through private and local agency partnership projects, including foundations for new bus shelters. Major partnership work includes the opening of three new RapidRide stations along 7th Ave N as part of WSDOT's North Surface Streets project at the SR 99 tunnel portal and an agreement with SDOT for the design and construction of two new island stops with the construction of a new protected bicycle lane along E Green Lake Drive N. The project is also designing and constructing eight new bus stops to support implementation of the RKAAMP service network restructure later in 2020.

## 9. ALTERNATIVES ANALYSIS

Individual projects within the Bus Stop Improvements Project will be subject to review, vetting, and consideration of alternatives by Transit Route Facilities and Civil Engineering staff before the project proceeds to permitting. The purpose of this process is to ensure individual projects best meet the safety and accessibility needs of Metro's customers while advancing the County's equity and social justice goals and strategic goals. Criteria considered include the following:

- Ridership
- Transfer points
- Proximity to community assets and other destinations
- ESJ priority areas and routes
- Climate impact priority areas (SCAP alignment)
- Mobility Framework/Need + Speed priority areas and routes
- Community and local agency requests

## 10. OTHER AGENCY INVOLVEMENT

This project will emphasize partnership projects whenever possible. The 2021-2022 budget reflects the desire to increase the number of partnership projects in order to deliver more new and improved bus stops and passenger facilities with available funds. A particular area of focus will be proactively engaging with jurisdictions on roadway corridor improvement projects, such as paving projects and roadway redesigns, to include improved transit passenger facilities. See project status for some of the project's partnership work in the current biennium.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project implements bus stop improvements throughout King County and within Metro's service area. In late 2017, an analysis was done to confirm that historically marginalized communities were receiving at least the same level of investment in bus stop improvements. Subsequently, the process for selecting and prioritizing individual bus stop improvement projects was updated in 2020 to explicitly include considerations of equity and social justice as part of the updated Green Building Ordinance (GBO) scorecard process. Emphasis is placed on communities of need as well as locations adjacent to community assets including medical centers, community centers, social service facilities, employment and job training centers, and schools.

**NARRATIVES** TDC BUS STOP IMP 2025-26 1139394

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and 85% construction and demolition debris diversion. Projects will include effort to maximize use of solar energy.

This project contributes to SCAP targets to reduce countywide transportation emissions by reducing car trips and increase transit ridership by improving access to mobility (GHG 2.4) and priority actions GHG 2.4.1 develop station are passenger facilities and guidelines that prioritize transit and non SOV travel and GHG 2.4.2 Enhance opportunities for walk, roll, and bike safely and conveniently to transit.

The Bus Stop Improvement Project will include climate impact priority areas as one of the criteria considered in project site selection and prioritization. The project has committed to ensuring that at least 10% of weather-related passenger facilities improvements are located at bus stops in climate priority areas, addressing the anticipated increase in need for shade during heat events and cover during heavy rainfall. Additionally, projects in climate priority areas will be adjusted to address climate-related issues where feasible, such as planting new street trees in areas with low tree cover.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC DATA ANLYT & REPORT PRG PH 1139396

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2030 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 07/19/23 | $0 | $0 | $71,083 | $0 | $71,083 |
| **2 Preliminary Design** 07/20/23 - 11/30/24 | $0 | $0 | $426,288 | $0 | $426,288 |
| **3 Final Design** 12/01/24 - 10/31/26 | $0 | $0 | $491,904 | $0 | $491,904 |
| **4 Implementation** 11/01/26 - 03/06/30 | $0 | $0 | $0 | $992,773 | $992,773 |
| **5 Closeout** 03/07/30 - 12/31/30 | $0 | $0 | $0 | $17,952 | $17,952 |
| **6 Acquisition** 07/20/23 - 07/20/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$989,275** | **$1,010,725** | **$2,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $989,275 | $1,010,725 | $2,000,000 |
| **Total Revenue** | **$0** | **$989,275** | **$1,010,725** | **$2,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC DATA ANLYT & REPORT PRG PH 1139396

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $71,083 | $0 | $71,083 |
| 2 Prelim Design | $0 | $0 | $0 | $426,288 | $0 | $426,288 |
| 3 Final Design | $0 | $0 | $0 | $127,075 | $364,829 | $491,904 |
| 4 Implementation | $0 | $0 | $0 | $0 | $156,705 | $156,705 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$624,446** | **$521,534** | **$1,145,980** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $71,083 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $426,288 | $0 | $0 | $0 |
| 3 Final Design | $0 | $491,904 | $0 | $0 | $0 |
| 4 Implementation | $0 | $992,773 | $0 | $0 | $0 |
| 5 Closeout | $0 | $17,952 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC DATA ANLYT & REPORT PRG PH 1139396

## Current Scope

Data Analystics Program Placeholder - This programmatic project will fund the upgrade, improvement, and consolidation of data analytics tools. This placeholder project will fund necessary upgrades, improvements, and consolidation of multiple technology tools used to analyze and report on transit service, to help guide management decisions and assist with required reporting. Investments are intended to improve the lifecycle management of information technology used by Metro.

## 1. PROJECT SCOPE

Data Analystics Program Placeholder - This programmatic project will fund the upgrade, improvement, and consolidation of data analytics tools. This placeholder project will fund necessary upgrades, improvements, and consolidation of multiple technology tools used to analyze and report on transit service, to help guide management decisions and assist with required reporting. Investments are intended to improve the lifecycle management of information technology used by Metro.

# Capital Appropriation Proposal



**NARRATIVES** TDC DATA ANLYT & REPORT PRG PH 1139396

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This programmatic project will fund capital improvements to data analytics and reporting systems identified during the 10-year budget cycle.

## 4. PROJECT BENEFITS/OUTCOMES

This programmatic project will ensure that emerging business requirements for data analytics and reporting can be addressed through capital implementation projects funded through this program.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** TDC DATA ANLYT & REPORT PRG PH 1139396

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ELECTRIFY PLANNING RPT 1139397

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 12/30/24 | $0 | $324,164 | $0 | $0 | $324,164 |
| **2 Preliminary Design** 06/30/21 - 12/30/24 | $0 | $3,522,783 | $0 | $0 | $3,522,783 |
| **3 Final Design** 12/31/24 - 12/31/24 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/25 - 01/01/25 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 12/31/24 - 12/31/24 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 06/30/21 - 06/30/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$3,846,947** | **$0** | **$0** | **$3,846,947** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $3,846,947 | $0 | $0 | $3,846,947 |
| **Total Revenue** | **$3,846,947** | **$0** | **$0** | **$3,846,947** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ELECTRIFY PLANNING RPT 1139397

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $158,132 | $166,032 | $0 | $324,164 |
| 2 Prelim Design | $0 | $0 | $1,467,016 | $2,055,767 | $0 | $3,522,783 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,625,148** | **$2,221,799** | **$0** | **$3,846,947** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $324,164 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $3,522,783 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,846,947** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $324,164 | $158,132 | $166,032 |
| 2 Preliminary Design | $0 | $3,522,783 | $1,467,016 | $2,055,767 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,846,947** | **$1,625,148** | **$2,221,799** |

**NARRATIVES** TDC ELECTRIFY PLANNING RPT 1139397

## Current Scope

Electrify Planning Report - This planning project has three components: 1) develop a model to develop layover (aka on route) charging throughout the County and develop a phased implementation plan for charging at the bases, 2) perform early coordination and planning work for electrical infrastructure and 3) engage in legal and consulting work required for negotiations with utilities for tariff rates and other reporting requirements for Council and policymakers.

## 1. PROJECT SCOPE

Electrify Planning Report - This planning project has three components: 1) develop a model to develop layover (aka on route) charging throughout the County and develop a phased implementation plan for charging at the bases, 2) perform early coordination and planning work for electrical infrastructure and 3) engage in legal and consulting work required for negotiations with utilities for tariff rates and other reporting requirements for Council and policymakers.

# Capital Appropriation Proposal



**NARRATIVES** TDC ELECTRIFY PLANNING RPT 1139397

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

A zero-emission fleet has been mandated by the King County Executive and Council. Key to the present strategy is deployment of battery-electric buses. However, charging infrastructure for battery-electric buses is capital intensive. Currently, Metro has not strategically analyzed where on route charging infrastructure is required throughout the county - this analysis requires consideration of service needs, land-use considerations and utility infrastructure, as well as considerations of minimizing coach battery size and charging infrastructure costs. Modeling software of this type does not exist but Metro has been developing strong relationships with local institutions to develop such a product. The bulk of the yearly budget (about $500,000 per year) would be used for this effort. When completed it is expected that Metro will have a robust model that can minimize bus and capital infrastructure costs and maximize service. The remaining budget will be split approximately equally. The money will be used for early coordination and planning for charging infrastructure that will support requirements for layover and base charging allowing Metro to be more nimble as budgets recover. The final funding will support other consulting and legal work associated with the battery-electric bus program including various reports produced by Metro for Council and rate negotiations with the utility.

## 4. PROJECT BENEFITS/OUTCOMES

This planning project is expected to generate a roadmap to fully electrify Metro's bus fleet.

## 5. BUDGET REQUEST BASIS

The 2021-2022 requested appropriation will support the planning (chartering), scope writing and development of the business requirements for modeling work. Funds will be used to support early planning work for underground and above ground charging infrastructure, move forward with development of a model, and support on-going consultant work for Council reports and expected legal work associated with rate negotiations with utilities. Projected spending also includes fully burdened staff time, consulting and modeling development costs, and project contingency. Budget authority is needed in order to sign vendor and legal contracts and move forward with model development.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub-funds and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

There is no expected operating cost impact to this planning project.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Possible partners include Sound Transit, University of Washington, Puget Sound Energy (PSE), Seattle City Light (SCL)

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This planning project is not expected to have a substantial direct impact on Equity and Social Justice

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Supports SCAP goal to reduce fleet emissions through transition to zero-emission vehicles and infrastructure.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** TDC ELECTRIFY PLANNING RPT 1139397

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC TOC PROGRAM PLANNING 1139398

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 01/11/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $64,343 | $0 | $0 | $64,343 |
| **2 Preliminary Design** 04/01/21 - 01/09/26 | $0 | $1,010,085 | $884,781 | $447,388 | $2,342,255 |
| **3 Final Design** 01/10/26 - 01/10/26 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/11/26 - 01/11/26 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/12/26 - 03/12/26 | $0 | $0 | $0 | $8,389 | $8,389 |
| **6 Acquisition** 04/01/21 - 04/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,074,429** | **$884,781** | **$455,777** | **$2,414,987** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **36999 - OTHER MISC REVENUE** | $1,074,429 | $884,781 | $455,777 | $2,414,987 |
| **Total Revenue** | **$1,074,429** | **$884,781** | **$455,777** | **$2,414,987** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC TOC PROGRAM PLANNING 1139398

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $64,343 | $0 | $0 | $64,343 |
| 2 Prelim Design | $0 | $0 | $1,010,085 | $884,781 | $447,388 | $2,342,255 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $8,389 | $8,389 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,074,429** | **$884,781** | **$455,777** | **$2,414,987** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $64,343 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $2,342,255 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $8,389 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,414,987** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $64,343 | $64,343 | $0 |
| 2 Preliminary Design | $0 | $1,010,085 | $1,010,085 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,074,428** | **$1,074,428** | **$0** |

**NARRATIVES** TDC TOC PROGRAM PLANNING 1139398

## Current Scope

Transit Oriented Communities Program Planning - The transit oriented communities program planning project is the master project for the TOC, formerly the Transit oriented development (TOD) program. With the upcoming adoption of Metro's Equitable Transit oriented communities policy, this project supports Metro's efforts to deliver the policy goals and build a robust program. Specifically, these funds will support the development of a strategic plan and other foundational work needed to support the program. The TOC program seeks to take a strategic approach to managing Metro's real property portfolio to identify opportunities to reposition properties from single purpose parking lots or transit facilities to properties that can achieve community development goals. In addition, this program will support efforts to integrate land use considerations into how Metro plans for and deploys new high frequency service.

# Capital Appropriation Proposal



**NARRATIVES** TDC TOC PROGRAM PLANNING 1139398

## 1. PROJECT SCOPE

Transit Oriented Communities Program Planning - The transit oriented communities program planning project is the master project for the TOC, formerly the Transit oriented development (TOD) program. With the upcoming adoption of Metro's Equitable Transit oriented communities policy, this project supports Metro's efforts to deliver the policy goals and build a robust program. Specifically, these funds will support the development of a strategic plan and other foundational work needed to support the program. The TOC program seeks to take a strategic approach to managing Metro's real property portfolio to identify opportunities to reposition properties from single purpose parking lots or transit facilities to properties that can achieve community development goals. In addition, this program will support efforts to integrate land use considerations into how Metro plans for and deploys new high frequency service.

## 2. PROGRAMMATIC PROJECT DISCUSSION

This project will allow metro to take a strategic approach to managing its real estate assets, integrate land use considerations into high-frequency transit planning and participate more broadly on regional land use and development initiatives with the goal of moving away from strictly owning surface parking lots and instead, thinking about how best to use metro-owned land to increase regional mobility, support the transit system and reach other land use, equity and climate goals. Specifically, these funds will support the creation of guiding documents, predevelopment work and consultant resources needed to identify opportunity sites and support the creation of developer solicitations for transit oriented developments.

## 3. PROJECT JUSTIFICATION

The King County Strategic Plan, the ESJ Plan and Metro Connects specifically call out transit oriented development as a desired strategy to meet climate action goals, to best leverage our transit investments and meet community driven development goals. In 2019 a metro staff group began developing an equitable transit oriented communities policy to provide the foundation of a more robust strategic approach to how metro implements TODs. The policy's scope expands beyond individual developments and speaks to a broader community or neighborhood and land use and policy characteristics that support transit and create people-oriented places. The policy is expected to be taken up by Council later this year. this project builds out a program to deliver on the policy's goals.

## 4. PROJECT BENEFITS/OUTCOMES

This program will allow metro to better use the land it owns, and better serve communities county-wide by working to bring more people proximate to frequent transit. The implementation of the transit oriented communities program provides metro the opportunity to play a proactive role in regional land use and equity issues by developing a strategic approach to how metro manages its properties and considers land use in in its transit planning. By advocating for better land use policy regionally and leading by example we stand to not only generate revenue, but also, take a more active role in supporting and strengthening communities' connection to the regional transit network.

## 5. BUDGET REQUEST BASIS

The budget request is based on funding for one program manager and consultant resources to support the development of deliverables needed to create program procedures and foundational documents and support minimal project development activities over the next seven years.

## 6. FUNDING AND REVENUE DISCUSSION

the program is seeking funding to support the development of a strategic plan and other programmatic collateral needed to build out a robust strategic program. Further the program is seeking funding to support procuring consultant resources to perform predevelopment actives to aid in a review of our development opportunities and to support the development of developer solicitations for properties already being considered for TOD. While each project differs and there is considerable pressure to deliver low-cost affordable housing near transit, TOD projects can generate revenue to support metro operations or the program. Specific TOD projects, spun off of this programmatic master project have the capacity to generate revenue.

## 7. OPERATING BUDGET AND OTHER IMPACTS

The operating budget for this program is already very slim. It assumes one FTE and time for staff from other expertise within metro including, mobility, limited oversight from civil engineering and other as needed as well as sufficient money to bring on limited consultant resources to help perform necessary predevelopment and planning activities to needed to support one or two projects we may bring to market and to support the development of an initial property inventory.

# Capital Appropriation Proposal



**NARRATIVES** TDC TOC PROGRAM PLANNING 1139398

## 8. PROJECT STATUS

the program exists today as the transit oriented development program, this new master project will replace the existing transit oriented development project.

## 9. ALTERNATIVES ANALYSIS

This does not apply

## 10. OTHER AGENCY INVOLVEMENT

The transit oriented communities program supports work done by RapidRide and is done in close consultation with the Mobility Division. In addition, due to the ST3 plan and the projects being delivered as the light rail system builds out, the program has a significant role in collaborating with our partners at Sound Transit and with jurisdictions throughout the County. Due to the strong focus on our regional housing shortage and a desire to use public land to meet that need, the TOC program is also charged with being the primary party collaborating with affordable housing funders and policymakers regionally.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

transit oriented development is a strategy called out in the ESJ plan. The program, soon to be lead by the Equitable Transit oriented communities policy seeks to center equity in Metro's transit oriented development work by engaging communities around development issues and goals and seeking to have them drive the goal setting process and outcome. in addition, metro in committed to seeking necessary regional resources to explore alternative delivery and/or ownership models when possible and desired and partnering to support the development of resources needed to support communities achieve transit oriented development outcomes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project contributes to SCAP targets to support dense, affordable housing near transit (GHG 2.7) and priority actions GHG 2.7.2 develop and implement both a County-wide and Metro-specific, Equitable Transit-Oriented Communities policy and implementation plan and GHG 4.5.1 Metro shall require all County-owned transit oriented development projects to achieve advanced green building certification.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

While metro has engaged in transit oriented development for 20 years, in the last few, the regional conversation about public agencies' roles and responsibilities to address development, livability and growth issues has grown louder. Metro wishes to take a strategic approach to transit oriented development and acknowledges not only that land use matters when we own property and when we serve communities, but also, that we have a vested interest in communities maturation towards pedestrian friendly, transit oriented places. this budget does not reflect sufficient dollars to roll out a comprehensive program that can scale up and actively manage our property portfolio the way we had hoped, but it does lay the groundwork for the program Metro desires.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC GREEN POWER CHARGE MGMT 1139400

IT Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/06/2025 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 06/24/22 | $0 | $3,811,285 | $0 | $0 | $3,811,285 |
| **2 Preliminary Design** 06/25/22 - 01/20/23 | $0 | $2,845,463 | $299,522 | $0 | $3,144,986 |
| **3 Final Design** 01/21/23 - 09/17/23 | $0 | $0 | $2,474,456 | $0 | $2,474,456 |
| **4 Implementation** 09/18/23 - 09/06/25 | $0 | $0 | $2,293,404 | $1,212,436 | $3,505,840 |
| **5 Closeout** 09/07/25 - 12/05/25 | $0 | $0 | $0 | $1,532,923 | $1,532,923 |
| **6 Acquisition** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$6,656,748** | **$5,067,382** | **$2,745,359** | **$14,469,490** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $5,876,748 | $5,067,382 | $2,745,359 | $13,689,490 |
| **33118 - FED TRANSIT CAP INVEST** | $780,000 | $0 | $0 | $780,000 |
| **Total Revenue** | **$6,656,748** | **$5,067,382** | **$2,745,359** | **$14,469,490** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC GREEN POWER CHARGE MGMT 1139400

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $3,811,285 | $0 | $0 | $3,811,285 |
| 2 Prelim Design | $0 | $0 | $2,845,463 | $299,522 | $0 | $3,144,986 |
| 3 Final Design | $0 | $0 | $0 | $2,474,456 | $0 | $2,474,456 |
| 4 Implementation | $0 | $0 | $0 | $2,293,404 | $1,212,436 | $3,505,840 |
| 5 Closeout | $0 | $0 | $0 | $0 | $1,532,923 | $1,532,923 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$6,656,748** | **$5,067,382** | **$2,745,359** | **$14,469,490** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,811,285 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $3,144,986 | $0 | $0 | $0 |
| 3 Final Design | $0 | $2,474,456 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,505,840 | $0 | $0 | $0 |
| 5 Closeout | $0 | $1,532,923 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$14,469,490** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $3,811,285 | $3,811,285 | $0 |
| 2 Preliminary Design | $0 | $2,845,463 | $2,845,463 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,656,748** | **$6,656,748** | **$0** |

**NARRATIVES** TDC GREEN POWER CHARGE MGMT 1139400

## Current Scope

MTD Green Power - This project is the organizational learning and proof-of-concept phase to implement IT systems supporting the zero-emission fleet. This includes market research and planning effort to enable and manage the centralized charging Infrastructure of Transits fleet. This planned solution will include integration of infrastructure and software with County and public utilities systems to coordinate, optimize and deliver cost effective solutions across the County. This project will also help in researching the current charging technologies available in the market along with the various cost models, establishing the overall long term strategic roadmap for electrification and zero emissions.

# Capital Appropriation Proposal



**NARRATIVES** TDC GREEN POWER CHARGE MGMT 1139400

## 1. PROJECT SCOPE

MTD Green Power - This project is the organizational learning and proof-of-concept phase to implement IT systems supporting the zero-emission fleet. This includes market research and planning effort to enable and manage the centralized charging Infrastructure of Transits fleet. This planned solution will include integration of infrastructure and software with County and public utilities systems to coordinate, optimize and deliver cost effective solutions across the County. This project will also help in researching the current charging technologies available in the market along with the various cost models, establishing the overall long term strategic roadmap for electrification and zero emissions.

## 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

## 3. PROJECT JUSTIFICATION

Moving to a fleet of battery-electric buses (BEB) and retaining electric trolley buses is an essential part of King County's strategy to combat the climate crisis and advance social equity. The King County Executive committed to County-wide emission-reduction goals in the 2015 Strategic Climate Action Plan. In 2017 Metro pledged to transition to a zero-emissions fleet by 2040.

A transition to a battery-electric bus fleet would have significant implications for fueling and charging infrastructure, bus base operations, workforce, and emergency preparedness. The rapidly evolving technologies and the lack of standardization between manufacturers require a detailed understanding of the charging technologies, electrical infrastructure requirements and limitations, and the proprietary technology constraints associated with each manufacturer.

This project is critical to understand and integrate the software technology and transit vehicle data management aspects of charging, scheduling, power utilities, and at the same time, delivering the future demand of providing essential Transit services at a reasonable cost.

## 4. PROJECT BENEFITS/OUTCOMES

Category 1: External service benefits
Moving to an all-electric fleet is a major input into King County's larger strategies to address the climate crisis and further social equity. This project will support the transition to a zero-emission fleet powered by renewal energy. Metro is committed to a 100% zero-emissions fleet by 2040. Over the next 20 years, Metro is expected to have approximately 2,200 battery-electric and electric trolley buses.

A zero-emissions fleet benefits the community, riders, and employees by eliminating greenhouse gas emissions and improving air quality. Additionally, the program aligns with broader King County equity and social justice goals and the Strategic Climate Action Plan.

Planning and Implementation of a centralized charge software management system will help maximize bus performance, avoid overload of limited resources, and optimize operational activities.

## 5. BUDGET REQUEST BASIS

The budget allocation being requested will support the full planning effort of the project. This will help develop a proof-of-concept pilot early in the phase, to evaluate and try out new technologies for follow-on implementation of the standardized technology solution across all bases. The budget includes the Metro Transit staff, KCIT and consulting. This budget was developed using the overall estimates from the current vendors and agencies that scale with the Transit requirements.

## 6. FUNDING AND REVENUE DISCUSSION

Operational and Maintenance costs (O&M) for the Charge Management Software System can vary based on the scale of the solution deployment. As this time, as this is primarily as planning and pilot project for South Annex Base, O&M Costs will be re-evaluated at the time of large-scale deployment and refinement of solution strategy for a customized vs. standard.

## 7. OPERATING BUDGET AND OTHER IMPACTS

**NARRATIVES** TDC GREEN POWER CHARGE MGMT 1139400

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

In 2017, King County Metro pledged to begin purchasing battery-electric buses by 2020, with the end goal of achieving a battery-electric bus fleet by 2040. Since that pledge, Metro has evaluated three separate vendors and began initial planning for construction of Interim Base at South Campus. Additionally, Metro has engaged in several internal and consultant led reports on the feasibility of implementing a zero emissions fleet from an environmental, technology, and asset management perspective. The most notable being the Battery-Electric Bus Implementation Report and Metro's report on Feasibility of Achieving a Carbon Neutral or Zero-Emissions Fleet.

Yes, the project will conduct Request for Information (RFI), Request for Proposal (RFP), and pilot to support the South Annex Base.

## 10. OTHER AGENCY INVOLVEMENT

Metro Transit will coordinate with KCIT (Information Technology), power and utilities companies, Sound Transit, and most parts of King County Metro.

KCIT will be involved with the project team for system networking, architecture advising, and potential integration with KCIT managed applications and systems.

Puget Sound Energy and Seattle City Light will be important partners for integration with meters and installing power related infrastructure leading to bases.

Sound Transit and Metro will collaborate on planning shared charging facilities, power usage, and charging data for optimization. Having a power management system that enables billing and data sharing with partner agencies will be important.

Internally, this project will touch on many aspects of Metro, especially Facilities, Operations, Vehicle Maintenance, and Capital Projects. Partnerships and advising across the department will be imperative for learning and establishing requirements. A transition to a battery-electric bus fleet will have significant implications for fueling and charging infrastructure, bus base operations, workforce, and emergency preparedness.

## 11. ART ELIGIBILITY

Not Art Eligible, technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

All projects go through Equity Impact Review (EIR) process to determine beginning in planning phase. The project will impact external service benefits; however, the project will look at how the use of new technology impacts equity.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is in line with the Strategic Climate Action Plan.

**NARRATIVES** TDC GREEN POWER CHARGE MGMT 1139400

## 14. OTHER CONSIDERATIONS (OPTIONAL)

1.) The planning phase to include proof-of-concept (POC) trials and possibly pilots to evaluate and 'try-out' new technologies.

2.) Machine learning, AI, and other new technologies will need to be evaluated. There is a short window before build-out of electrification will limit our options and potential value from intelligent charging by putting in place fixed hardware. The current approach to create test base options needs to be fully exercised and explored. Ideally, POC and pilot results will inform build out options and decisions.

3.) Ensure access to existing data from multiple sources including legacy systems is enabled and used to inform decisions that impact intelligent charging system.

4.) Identify and adopt industry standards where possible.

5.) Systems need to scale as we are not clear how fast we will move with regard to electrification or when or how.

6.) What is Amazon doing? Partnership opportunity?

7.) Measurement to include maintaining current operations while also charging when electric is as low cost as possible.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

Project aligns to multiple strategic objectives:
1. Connected Communities – Expand the use of charge management technology across all bases to ensure government services are delivered, optimized for all hardware devices, and optimized for process workflows within and across departments and agencies.
2. Connected Data – Increased utilization and transparency of data to understand charge management data, trends, analyze opportunities, and measure results. Integrate data with other systems such as T-BIRD, energy management, EAM.
3. Connected Government – Leverage on-route charge management technology to coordinate service delivery with Metro and Transit partners to expand community access regardless of which organization is providing service.

## 16. PROJECT COMPLEXITY

The project has moderate technical complexity due to the length of the full implementation effort and dependencies with the external agencies.

Mitigation: Keeping it as a phased approach initiative will certainly help. We will also
work with KCIT, product vendor to support any required standard APIs (Application Program Interfaces) across systems. Collaboration with strong technical support group within Power and Facilities, partnering with KCIT will ensure on-time delivery.

**NARRATIVES** TDC GREEN POWER CHARGE MGMT 1139400

## 17. CAPACITY TO IMPLEMENT THE PROJECT

Prior Projects:
Transit is presently working on two projects relevant to Green Power,1) The Design and Construction of the upcoming South Base Test Site and South Annex Base – the future site of the first Transit all-electric bus base, and 2) Next Generation Wireless Access Points.

Key Project Resources:
This project is significant to Transit and has allocated substantial leadership and oversight resources to see Green Power implemented. John Resha, Assistant General Manager for Finance and Administration chairs this project. Diane Carlson, the Capital Projects Division Director Transit, will lead the overall guiding strategy, serving as the bridge between all Transit Green Power related elements. Metro Transit will allocate project management, technical, and subject matter expert staff to the project. Metro staff and vendor consultant will be supported by KCIT experts as needed, especially around architecture, security, and networking. The project includes a steering committee representing all current and future uses of Green Power including finance, capital, rail, bus operations, vehicle maintenance, facilities, transit technology, and mobility.

All project phases must be scalable to reflect potential revisions to scale/timing.

## 18. PROJECT RISKS

1. (Moderate) – Potential customization effort to meet the specific Transit business needs and unavailability of standard COTS application component.
Mitigation: The project team will identify customizations, configurations and research available options to utilize out of box functionalities and to eliminate as many customizations as possible. Earlier analysis will also help coordinate and provide input to vendor to incorporate intc standard product.

2. (Moderate) – Potential overrun of vendor costs as some aspects of the solution are still in early development with the marketplace.
Mitigation: Engage with the vendors within the domain and understand their overall strategic roadmap and ensure alignment with the goals and vision of the King County Transit.

3. (Low) – Evolving technology standards. Given the evolution of charging infrastructure and the current lack of standardization, there is a risk that equipment could become obsolete and challenges with scaling up the deployment of charging infrastructure could occur, making the costs less certain.
Mitigation: Assess the long-term technology roadmap and impacts and look at agile methodology options to minimize major variances, re-work across time.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SGR PRGM MGMT 2021-22 — 1139405

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 12/31/22 | $0 | $1,111,501 | $0 | $0 | $1,111,501 |
| **2 Preliminary Design** 01/01/23 - 01/01/23 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/02/23 - 05/31/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 06/01/23 - 05/25/24 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/02/23 - 01/31/23 | $0 | $0 | $10,340 | $0 | $10,340 |
| **6 Acquisition** 01/01/23 - 03/31/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,111,501** | **$10,340** | **$0** | **$1,121,841** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,111,501 | $10,340 | $0 | $1,121,841 |
| **Total Revenue** | **$1,111,501** | **$10,340** | **$0** | **$1,121,841** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SGR PRGM MGMT 2021-22 1139405

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,111,501 | $0 | $0 | $1,111,501 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $10,340 | $0 | $10,340 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,111,501** | **$10,340** | **$0** | **$1,121,841** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,111,501 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $10,340 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,121,841** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $1,111,501 | $1,111,501 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,111,501** | **$1,111,501** | **$0** |

**NARRATIVES** TDC SGR PRGM MGMT 2021-22 1139405

## Current Scope

State of Good Repair (SGR) Program Management - This project includes the planning for programs and projects in the SGR Sub Portfolio and includes prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. This project also involves monitoring of projects for progress and changes in scope, schedule, and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinating with projects in other programs. Program management activities will also be responsible for ensuring adequate coordination with Vehicle Maintenance and Operations Divisions internal to Metro to meet their needs and mitigate impacts to operations during design and construction.

# Capital Appropriation Proposal



**NARRATIVES** TDC SGR PRGM MGMT 2021-22 1139405

## 1. PROJECT SCOPE

State of Good Repair (SGR) Program Management - This project includes the planning for programs and projects in the SGR Sub Portfolio and includes prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. This project also involves monitoring of projects for progress and changes in scope, schedule, and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinating with projects in other programs. Program management activities will also be responsible for ensuring adequate coordination with Vehicle Maintenance and Operations Divisions internal to Metro to meet their needs and mitigate impacts to operations during design and construction.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Coordination of these programs is critical to leveraging funding opportunities with other agency partners and improving route and customer experience improvements that support existing and expansions of service. All activities are devoted to moving capital projects and programs forward expeditiously into design and completion.

## 4. PROJECT BENEFITS/OUTCOMES

All activities are devoted to moving capital projects and programs forward expeditiously into design and completion. Benefits include setting projects on a path of steady progress towards completion, identifying and addressing flaws and risks where possible in advance of passing on to a project manager for design. Work done to improve scope and schedule will help define needed staff resources so that projects do not move into design prematurely until resources are available. In many cases, programming will work to package projects so they can be implemented concurrently, minimizing impact to operations to the extent possible.

## 5. BUDGET REQUEST BASIS

The budget request is based on staffing in the capital planning, Transit Facilities Division and program management responsible for the capital planning and program management duties within the State of Good Repair Sub Portfolio. A modest amount of professional services are included to augment staff expertise.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Ten percent of the staffing costs are assumed to be born by the operation budget.

## 8. PROJECT STATUS

This is a new project request for 2021-2022. It is a continuation of work performed under planning project 1129630 - TDC SGR PROGRAM MGMT in prior years.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC SGR PRGM MGMT 2021-22 1139405

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SGR PRGM MGMT 2023-24 — 1139410

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 12/30/24 | $0 | $0 | $1,139,291 | $0 | $1,139,291 |
| **2 Preliminary Design** 12/31/24 - 12/31/24 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/25 - 05/30/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/31/25 - 05/25/26 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/25 - 01/30/25 | $0 | $0 | $0 | $10,948 | $10,948 |
| **6 Acquisition** 12/31/24 - 03/30/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,139,291** | **$10,948** | **$1,150,239** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,139,291 | $10,948 | $1,150,239 |
| **Total Revenue** | **$0** | **$1,139,291** | **$10,948** | **$1,150,239** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SGR PRGM MGMT 2023-24 1139410

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $1,139,291 | $0 | $1,139,291 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $10,948 | $10,948 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,139,291** | **$10,948** | **$1,150,239** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,139,291 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $10,948 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,150,239** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SGR PRGM MGMT 2023-24 1139410

## Current Scope

State of Good Repair (SGR) Program Management - This project includes the planning for programs and projects in the SGR Sub Portfolio and includes prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. This project also involves monitoring of projects for progress and changes in scope, schedule, and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinating with projects in other programs. Program management activities will also be responsible for ensuring adequate coordination with Vehicle Maintenance and Operations Divisions internal to Metro to meet their needs and mitigate impacts to operations during design and construction.

# Capital Appropriation Proposal



**NARRATIVES** TDC SGR PRGM MGMT 2023-24 1139410

## 1. PROJECT SCOPE

State of Good Repair (SGR) Program Management - This project includes the planning for programs and projects in the SGR Sub Portfolio and includes prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. This project also involves monitoring of projects for progress and changes in scope, schedule, and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinating with projects in other programs. Program management activities will also be responsible for ensuring adequate coordination with Vehicle Maintenance and Operations Divisions internal to Metro to meet their needs and mitigate impacts to operations during design and construction.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Coordination of these programs is critical to leveraging funding opportunities with other agency partners and improving route and customer experience improvements that support existing and expansions of service. All activities are devoted to moving capital projects and programs forward expeditiously into design and completion.

## 4. PROJECT BENEFITS/OUTCOMES

All activities are devoted to moving capital projects and programs forward expeditiously into design and completion. Benefits include setting projects on a path of steady progress towards completion, identifying and addressing flaws and risks where possible in advance of passing on to a project manager for design. Work done to improve scope and schedule will help define needed staff resources so that projects do not move into design prematurely until resources are available. In many cases, programming will work to package projects so they can be implemented concurrently, minimizing impact to operations to the extent possible.

## 5. BUDGET REQUEST BASIS

The budget request is based on staffing in the capital planning, Transit Facilities Division and program management responsible for the capital planning and program management duties within the State of Good Repair Sub Portfolio. A modest amount of professional services are included to augment staff expertise.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Ten percent of the staffing costs are assumed to be born by the operation budget.

## 8. PROJECT STATUS

This is a new project request. It is a continuation of work performed under planning project 1129630 - TDC SGR PROGRAM MGMT in prior years.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC SGR PRGM MGMT 2023-24 1139410

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC SGR PRGM MGMT 2025-26 — 1139414

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/25 - 12/31/26 | $0 | $0 | $0 | $412,236 | $412,236 |
| **2 Preliminary Design** 01/01/27 - 01/01/27 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/02/27 - 05/31/27 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 06/01/27 - 05/25/28 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/02/27 - 01/02/27 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/27 - 03/31/27 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$412,236** | **$412,236** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $412,236 | $412,236 |
| **Total Revenue** | **$0** | **$0** | **$412,236** | **$412,236** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC SGR PRGM MGMT 2025-26 1139414

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $412,236 | $412,236 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$412,236** | **$412,236** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $412,236 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$412,236** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC SGR PRGM MGMT 2025-26 1139414

## Current Scope

State of Good Repair (SGR) Program Management - This project includes the planning for programs and projects in the SGR Sub Portfolio and includes prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. This project also involves monitoring of projects for progress and changes in scope, schedule, and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinating with projects in other programs. Program management activities will also be responsible for ensuring adequate coordination with Vehicle Maintenance and Operations Divisions internal to Metro to meet their needs and mitigate impacts to operations during design and construction.

# Capital Appropriation Proposal



**NARRATIVES** TDC SGR PRGM MGMT 2025-26 1139414

## 1. PROJECT SCOPE

State of Good Repair (SGR) Program Management - This project includes the planning for programs and projects in the SGR Sub Portfolio and includes prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. This project also involves monitoring of projects for progress and changes in scope, schedule, and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinating with projects in other programs. Program management activities will also be responsible for ensuring adequate coordination with Vehicle Maintenance and Operations Divisions internal to Metro to meet their needs and mitigate impacts to operations during design and construction.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Coordination of these programs is critical to leveraging funding opportunities with other agency partners and improving route and customer experience improvements that support existing and expansions of service. All activities are devoted to moving capital projects and programs forward expeditiously into design and completion.

## 4. PROJECT BENEFITS/OUTCOMES

All activities are devoted to moving capital projects and programs forward expeditiously into design and completion. Benefits include setting projects on a path of steady progress towards completion, identifying and addressing flaws and risks where possible in advance of passing on to a project manager for design. Work done to improve scope and schedule will help define needed staff resources so that projects do not move into design prematurely until resources are available. In many cases, programming will work to package projects so they can be implemented concurrently, minimizing impact to operations to the extent possible.

## 5. BUDGET REQUEST BASIS

The budget request is based on staffing in the capital planning, Transit Facilities Division and program management responsible for the capital planning and program management duties within the State of Good Repair Sub Portfolio. A modest amount of professional services are included to augment staff expertise.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Ten percent of the staffing costs are assumed to be born by the operation budget.

## 8. PROJECT STATUS

This is a new project request. It is a continuation of work performed under planning project 1129630 - TDC SGR PROGRAM MGMT in prior years.

## 9. ALTERNATIVES ANALYSIS

Alternatives, if available, will be analyzed as part of the pre-design phase for all State of Good Repair works.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC SGR PRGM MGMT 2025-26 1139414

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FAC COND ASSMT 21-22 — 1139419

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/01/2022 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 12/01/22 | $0 | $1,990,617 | $0 | $0 | $1,990,617 |
| **2 Preliminary Design** 12/02/22 - 12/02/22 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 12/03/22 - 05/01/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/02/23 - 04/25/24 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 10/01/22 - 12/29/22 | $0 | $11,118 | $0 | $0 | $11,118 |
| **6 Acquisition** 12/02/22 - 03/01/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,001,734** | **$0** | **$0** | **$2,001,734** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,001,734 | $0 | $0 | $2,001,734 |
| **Total Revenue** | **$2,001,734** | **$0** | **$0** | **$2,001,734** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC FAC COND ASSMT 21-22 1139419

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,990,617 | $0 | $0 | $1,990,617 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $11,118 | $0 | $0 | $11,118 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,001,734** | **$0** | **$0** | **$2,001,734** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,990,617 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $11,118 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,001,734** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $1,990,617 | $1,990,617 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $11,118 | $11,118 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,001,735** | **$2,001,735** | **$0** |

**NARRATIVES** TDC FAC COND ASSMT 21-22 1139419

## Current Scope

Facility Condition Assessment - This program funds inspections of all of Metro's facilities and generates a report of necessary repair and replacement needs critical to the long term state of good repair for Metro's assets.

## 1. PROJECT SCOPE

Facility Condition Assessment - This program funds inspections of all of Metro's facilities and generates a report of necessary repair and replacement needs critical to the long term state of good repair for Metro's assets.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC FAC COND ASSMT 21-22 1139419

## 3. PROJECT JUSTIFICATION

Facility conditions assessment is critical to maintaining facilities in working order and ensuring that adequate replacement planning can be performed proactively.

## 4. PROJECT BENEFITS/OUTCOMES

Facility Conditions Assessment Report/Facility Needs Report including both capital and operational projects.

## 5. BUDGET REQUEST BASIS

The budget request is based on the value of the work plus employee costs for internal engineering support.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Ensuring that aged and poor conditioned assets are reinvested in a timely manner to keep assets in good, safe working order will stabilize or reduce maintenance costs.

## 8. PROJECT STATUS

This is a new project request to delineate expenses from prior biennia. It is a continuation of work previously performed under project 1111778 TDC FACILITY CONDITION ASSMT.

## 9. ALTERNATIVES ANALYSIS

Each asset identified for replacement may undergo an alternative analysis as part of it's replacement project as a milestone requirement for capital projects.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC FAC COND ASSMT 21-22 1139419

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FAC COND ASSMT 23-24 — 1139423

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/01/2024 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 11/30/24 | $0 | $0 | $1,892,312 | $0 | $1,892,312 |
| **2 Preliminary Design** 12/01/24 - 12/01/24 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 12/02/24 - 04/30/25 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/01/25 - 04/25/26 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 12/02/24 - 03/01/25 | $0 | $0 | $3,897 | $8,044 | $11,941 |
| **6 Acquisition** 12/01/24 - 02/28/25 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,896,209** | **$8,044** | **$1,904,253** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $1,896,209 | $8,044 | $1,904,253 |
| **Total Revenue** | **$0** | **$1,896,209** | **$8,044** | **$1,904,253** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC FAC COND ASSMT 23-24 1139423

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $1,892,312 | $0 | $1,892,312 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $3,897 | $8,044 | $11,941 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,896,209** | **$8,044** | **$1,904,253** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,892,312 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $11,941 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,904,253** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC FAC COND ASSMT 23-24 1139423

## Current Scope

Facility Condition Assessment - This program funds inspections of all of Metro's facilities and generates a report of necessary repair and replacement needs critical to the long term state of good repair for Metro's assets.

## 1. PROJECT SCOPE

Facility Condition Assessment - This program funds inspections of all of Metro's facilities and generates a report of necessary repair and replacement needs critical to the long term state of good repair for Metro's assets.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC FAC COND ASSMT 23-24 1139423

## 3. PROJECT JUSTIFICATION

Facility conditions assessment is critical to maintaining facilities in working order and ensuring that adequate replacement planning can be performed proactively.

## 4. PROJECT BENEFITS/OUTCOMES

Facility Conditions Assessment Report/Facility Needs Report including both capital and operational projects.

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for outyears only.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Ensuring that aged and poor conditioned assets are reinvested in a timely manner to keep assets in good, safe working order will stabilize or reduce maintenance costs.

## 8. PROJECT STATUS

This is a new project request to delineate expenses from prior biennia. It is a continuation of work previously performed under project 1111778 TDC FACILITY CONDITION ASSMT.

## 9. ALTERNATIVES ANALYSIS

Each asset identified for replacement may undergo an alternative analysis as part of it's replacement project as a milestone requirement for capital projects.

## 10. OTHER AGENCY INVOLVEMENT

Local jurisdictions

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Applicable sub projects resulting from this program will comply with the Green Building Ordinance and achieve a Platinum rating following the King County Sustainable Infrastructure Scorecard and divert 85% of construction and demolition debris from landfill.

Priority for projects to advance 2020 SCAP goals include:
-No new natural gas installation (where feasible based on LCCA alternatives analysis of all-electric option and including cost of carbon emissions);
-Pursue all system energy efficiency measures that pay back over equipment life;
-Maximize on-site solar energy when cost-effective over the warrantied life of the system
-Use the Embodied Carbon in Construction Calculator (EC3) tool to identify low embodied emissions materials that meet construction specifications

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC FAC COND ASSMT 23-24 1139423

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC LAYOVER CHRGNG 1139852

MPA Reporting, Baseline Required, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 5, 7, 8 |
| **Fund** | 3641 PUBLIC TRANS CONST-UNREST |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2026 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 12/31/21 | $0 | $53,690 | $0 | $0 | $53,690 |
| **2 Preliminary Design** 01/01/22 - 12/31/22 | $0 | $1,179,536 | $0 | $0 | $1,179,536 |
| **3 Final Design** 12/31/22 - 06/22/24 | $0 | $5,436 | $3,046,910 | $0 | $3,052,345 |
| **4 Implementation** 06/23/24 - 12/14/25 | $0 | $0 | $5,952,245 | $11,112,097 | $17,064,342 |
| **5 Closeout** 12/15/25 - 02/12/26 | $0 | $0 | $0 | $1,635,996 | $1,635,996 |
| **6 Acquisition** 01/01/22 - 12/31/22 | $0 | $1,881,778 | $0 | $0 | $1,881,778 |
| **Total Budget** | **$0** | **$3,120,440** | **$8,999,154** | **$12,748,093** | **$24,867,687** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $31,204 | $89,992 | $127,481 | $248,677 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $3,120,440 | $8,999,154 | $12,748,093 | $24,867,687 |
| **Total Revenue** | **$3,120,440** | **$8,999,154** | **$12,748,093** | **$24,867,687** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC LAYOVER CHRGNG 1139852

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $53,690 | $0 | $0 | $53,690 |
| 2 Prelim Design | $0 | $0 | $1,179,536 | $0 | $0 | $1,179,536 |
| 3 Final Design | $0 | $0 | $5,436 | $3,046,910 | $0 | $3,052,345 |
| 4 Implementation | $0 | $0 | $0 | $5,952,245 | $11,112,097 | $17,064,342 |
| 5 Closeout | $0 | $0 | $0 | $0 | $1,635,996 | $1,635,996 |
| 6 Acquisition | $0 | $0 | $1,881,778 | $0 | $0 | $1,881,778 |
| **Total Expense** | **$0** | **$0** | **$3,120,440** | **$8,999,154** | **$12,748,093** | **$24,867,687** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $53,690 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,179,536 | $0 | $0 | $0 |
| 3 Final Design | $0 | $3,052,345 | $0 | $0 | $0 |
| 4 Implementation | $0 | $17,064,342 | $0 | $0 | $0 |
| 5 Closeout | $0 | $1,635,996 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,881,778 | $0 | $0 | $0 |
| **Total** | **$0** | **$24,867,687** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $53,690 | $53,690 | $0 |
| 2 Preliminary Design | $0 | $1,179,536 | $1,179,536 | $0 |
| 3 Final Design | $0 | $5,436 | $5,436 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,881,778 | $1,881,778 | $0 |
| **Total** | **$0** | **$3,120,440** | **$3,120,440** | **$0** |

**NARRATIVES** TDC LAYOVER CHRGNG 1139852

## Current Scope

Develop new on route charging infrastructure and complete on route charging infrastructure to support 2025/2026 Electric Bus Deployment. Fully implemented on route charging infrastructure may include: transformers/meters, switchboards, disconnects, fusing, conduit, cabling, junction boxes, access boxes, DC fast chargers and battery storage, overhead support structure and mounting provisions, pantographs, coach identification equipment, safety and security systems, remote monitoring systems, solar panels, coach alignment contrivances, signage, striping and pavement markings.

## 1. PROJECT SCOPE

Develop new on route charging infrastructure and complete on route charging infrastructure to support 2025/2026 Electric Bus Deployment. Fully implemented on route charging infrastructure may include: transformers/meters, switchboards, disconnects, fusing, conduit, cabling, junction boxes, access boxes, DC fast chargers and battery storage, overhead support structure and mounting provisions, pantographs, coach identification equipment, safety and security systems, remote monitoring systems, solar panels, coach alignment contrivances, signage, striping and pavement markings.

# Capital Appropriation Proposal



**NARRATIVES** TDC LAYOVER CHRGNG 1139852

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The project supports King County Strategic Climate Action (SCAP) Plan goals and the King County Leadership goals of fully electrifying Metro Transit vehicle operations by 2040. On route charging is expected to be a required element of operating 100% battery electric buses due to present and anticipated range limitations.

## 4. PROJECT BENEFITS/OUTCOMES

The project will allow for the operation of non-tailpipe polluting bus service in the area served by the South Annex Base. A zero-emission transit fleet will reduce noise and eliminate particulate and greenhouse gas emissions from the vehicle in comparison to diesel-hybrid coach operations.

## 5. BUDGET REQUEST BASIS

The budget request is based on information provided by the Metro zero-emissions bus group based on current trends and expectations of future costing for on route charging stations.

## 6. FUNDING AND REVENUE DISCUSSION

Funding is unidentified. Funding sources may include ballot measure as a part of an overall electrification work package, council appropriation or federal and/or state grant funding.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Transit vehicle fuel and maintenance costs (excluding battery replacement) are expected to be reduced compared to diesel hybrid operations but this has not been quantified.

## 8. PROJECT STATUS

The project is in preliminary planning by the ZEB group. Several existing layover locations that support the south King County service profile have been identified as candidates to incorporate civil work that will support future on route charging implementation.

## 9. ALTERNATIVES ANALYSIS

TBD

## 10. OTHER AGENCY INVOLVEMENT

Sound Transit, Seattle City Light and Puget Sound Energy and local jurisdictions will be involved with the development of on route charging to support South Annex base.

## 11. ART ELIGIBILITY

N/A, Project is Art Eligible

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The deployment of zero emission bus technology initially in South King County is a strategic decision in support of Equity and Social Justice goals. South King County is historically identified as a region of social and economic inequity.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project as part of a larger zero emission vehicle transition supports King County Strategic Climate Action (SCAP) Plan goals to reduce county greenhouse gas emissions.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC LAYOVER CHRGNG 1139852

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ALTERNATIVE SERVICES 1126349

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC ALTERNATIVE SERVICES |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 12/31/18 - 12/31/18 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/19 - 01/01/19 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/02/19 - 01/02/19 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/30 | $14,043,826 | $0 | $0 | $1,832,837 | $15,876,663 |
| **5 Closeout** 01/01/31 - 01/01/31 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/19 - 01/01/19 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$14,043,826** | **$0** | **$0** | **$1,832,837** | **$15,876,663** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $1,832,837 | $1,832,837 |
| **Total Revenue** | **$0** | **$0** | **$1,832,837** | **$1,832,837** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ALTERNATIVE SERVICES 1126349

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $8,776,538 | $1,548,507 | $202,444 | $1,906,674 | $3,442,500 | $15,876,663 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$8,776,538** | **$1,548,507** | **$202,444** | **$1,906,674** | **$3,442,500** | **$15,876,663** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $18,616,935 | $10,525,536 | $14,043,826 | $10,325,045 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$18,616,935** | **$10,525,536** | **$14,043,826** | **$10,325,045** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $3,718,781 | $0 | $202,444 | $3,516,337 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$3,718,781** | **$0** | **$202,444** | **$3,516,337** |

**NARRATIVES** TDC ALTERNATIVE SERVICES 1126349

## Current Scope

Alternative Services - This project funds the purchase of vehicles for the Community Connections program which develops, tests, and evaluates new transportation services. These new transportation services often take advantage of innovative ideas, unique partnerships, or emerging technology. The solution set for each community pilot area varies depending on need, but often includes products and services that require the purchase of new vehicles. The Community Connections program is a program in which Metro Transit works with local governments and community partners to develop innovative and cost-efficient transportation solutions in areas of King County that don't have the infrastructure, density, or land use to support regular, fixed-route bus service.

# Capital Appropriation Proposal



**NARRATIVES** TDC ALTERNATIVE SERVICES 1126349

## 1. PROJECT SCOPE

Alternative Services - This project funds the purchase of vehicles for the Community Connections program which develops, tests, and evaluates new transportation services. These new transportation services often take advantage of innovative ideas, unique partnerships, or emerging technology. The solution set for each community pilot area varies depending on need, but often includes products and services that require the purchase of new vehicles. The Community Connections program is a program in which Metro Transit works with local governments and community partners to develop innovative and cost-efficient transportation solutions in areas of King County that don't have the infrastructure, density, or land use to support regular, fixed-route bus service.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Alternative services play a key role in providing local/flexible service, as it creates community-driven mobility solutions. Many of these communities lack the infrastructure, density or land use to support traditional fixed-route bus service. Capital funding is required to continue to support alternative services in communities and furthers the goal of providing equitable access to transportation for all people in King County. New vehicles allow for the expansion of services in communities with alternative services pilots.

## 4. PROJECT BENEFITS/OUTCOMES

New community project areas are typically identified each year by Service Planning and an integrated mobility planning process. No expansion vehicles are being considered at this time. The assumption is that annual pilot operating expenditures will be at similar levels of expense to 2019-2020, however, some services may be discontinued, while other pilots will continue as planned. Within the biennium, new projects will focus on mitigation for fixed route reductions.

## 5. BUDGET REQUEST BASIS

No expansion vehicles are included in this request and the schedule for replacement vehicle has been extended to account for vehicles already purchased, but not in service. Replacement vehicle purchases are not scheduled to resume until 2023.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

The alternative services operating budget request assumes Community Connections to continue at its current level of funding

## 8. PROJECT STATUS

Approximately 50 un-assigned vehicles are available for use in the 2021-2022 biennium.

## 9. ALTERNATIVES ANALYSIS

Community Connections is an alternative in itself to providing mobility options where there are fixed route gaps.

## 10. OTHER AGENCY INVOLVEMENT

Numerous local jurisdictions collaborate on Community Connections programs. Partners actively working with Community Connections include: Cities of Burien, Bothell, Woodinville, Kirkland, Kenmore, Redmond, Bellevue, Mercer Island, Seattle, Des Moines, Normandy Park, Issaquah, Kent, Duvall, Snoqualmie, Black Diamond, Enumclaw; King County Parks Department, UW Bothell/Cascadia, Lake Washington Technical Institute, and the Vashon Island Chamber of Commerce.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** TDC ALTERNATIVE SERVICES 1126349

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Vehicle purchase and replacement planning will follow SCAP guidance, including consideration of low to zero emission vehicle alternatives, appropriately sized vehicles, and efforts to optimize equipment such as AVL and appropriate life cycle analysis.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC WSDOT 60' HYBRID BUS 1130166

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $132 | $0 | $0 | $132 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $302,257,935 | ($75,778,653) | $0 | $0 | $226,479,282 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$302,257,935** | **($75,778,521)** | **$0** | **$0** | **$226,479,414** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC WSDOT 60' HYBRID BUS 1130166

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $132 | $0 | $0 | $0 | $0 | $132 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $223,052,199 | $0 | $0 | $0 | $0 | $223,052,199 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$223,052,331** | **$0** | **$0** | **$0** | **$0** | **$223,052,331** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $132 | $0 | $132 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $201,000,000 | $0 | $223,102,201 | $302,257,935 | $223,052,199 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$201,000,000** | **$0** | **$223,102,333** | **$302,257,935** | **$223,052,331** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($132) | $132 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $79,205,736 | ($75,778,653) | $0 | $3,427,083 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$79,205,604** | **($75,778,521)** | **$0** | **$3,427,083** |

## NARRATIVES

TDC WSDOT 60' HYBRID BUS 1130166

### Current Scope

WSDOT 60-ft Hybrid Bus - This project funds the replacement of King County Metro’s existing fleet of 60-ft hybrid buses. These new hybrid buses are 60-ft standard design (non-BRT) buses that will feature all electric accessories. The buses will be low-floor buses with a Federal Transit Administration (FTA) service life of12 years. King County Metro will issue a new Request for Proposal (RFP) to acquire these buses.

### 1. PROJECT SCOPE

WSDOT 60-ft Hybrid Bus - This project funds the replacement of King County Metro’s existing fleet of 60-ft hybrid buses. These new hybrid buses are 60-ft standard design (non-BRT) buses that will feature all electric accessories. The buses will be low-floor buses with a Federal Transit Administration (FTA) service life of12 years. King County Metro will issue a new Request for Proposal (RFP) to acquire these buses.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project Deferred. Purchase of these buses will be deferred to 2025.

### 6. FUNDING AND REVENUE DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC WSDOT 60' HYBRID BUS 1130166

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 60' TROLLEY 5DR SDOT 1130167

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC 60' TROLLEY 5DR SDOT |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $32,035,280 | ($29,325,829) | $0 | $0 | $2,709,451 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$32,035,280** | **($29,325,829)** | **$0** | **$0** | **$2,709,451** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC 60' TROLLEY 5DR SDOT 1130167

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,574,391 | $0 | $0 | $0 | $0 | $1,574,391 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,574,391** | **$0** | **$0** | **$0** | **$0** | **$1,574,391** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,637,496 | $32,035,280 | $1,574,391 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$1,637,496** | **$32,035,280** | **$1,574,391** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $30,460,889 | ($29,325,829) | $0 | $1,135,060 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$30,460,889** | **($29,325,829)** | **$0** | **$1,135,060** |

## NARRATIVES

TDC 60' TROLLEY 5DR SDOT 1130167

### Current Scope

60-ft 5-Door Trolley SDOT - This project funds 13 additional electric trolley buses with 5 doors to serve the City of Seattle's planned Bus Rapid Transit (BRT) route for Madison Street. The addition of the Madison BRT trolleys will bring the 60-ft. trolley fleet to 77 buses.

### 1. PROJECT SCOPE

60-ft 5-Door Trolley SDOT - This project funds 13 additional electric trolley buses with 5 doors to serve the City of Seattle's planned Bus Rapid Transit (BRT) route for Madison Street. The addition of the Madison BRT trolleys will bring the 60-ft. trolley fleet to 77 buses.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project Cancelled. The 13 buses have been changed to hybrid and will be acquired in 2023. This request removes excess budget.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC 60' TROLLEY 5DR SDOT 1130167

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 40' BATTERY EL BUS 1130168

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC 40' BATTERY EL BUS |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $79,661,507 | ($70,661,507) | $0 | $0 | $9,000,000 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$79,661,507** | **($70,661,507)** | **$0** | **$0** | **$9,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC 40' BATTERY EL BUS 1130168

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $114,413 | $0 | $0 | $0 | $0 | $114,413 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $8,544,130 | $0 | $0 | $0 | $0 | $8,544,130 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$8,658,543** | **$0** | **$0** | **$0** | **$0** | **$8,658,543** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $114,413 | $0 | $114,413 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $7,280,000 | $0 | $8,607,984 | $79,661,507 | $8,544,130 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$7,280,000** | **$0** | **$8,722,397** | **$79,661,507** | **$8,658,543** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($114,413) | $0 | $0 | ($114,413) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $71,117,377 | ($70,661,507) | $0 | $455,870 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$71,002,964** | **($70,661,507)** | **$0** | **$341,457** |

## NARRATIVES

TDC 40' BATTERY EL BUS 1130168

### Current Scope

40ft Battery Electric Bus - This project funds the expansion of King County Metro's existing fleet of eleven 40-ft battery electric buses. The planned purchases will be based on results of pilot testing of extended range buses in 2018 and 2019. This project will add up to 32 more 40-ft battery electric buses by 2021, if available bus technology meets the requirements of our chosen routes for this deployment. These new buses, unlike their predecessors, will use extended-range technology providing the capacity to operate the buses for up to140 miles between charges. On board batteries will be required to charge in four hours or less. These new40-ft battery electric buses will be low-floor buses with an FTA service life of 12 years.

### 1. PROJECT SCOPE

40ft Battery Electric Bus - This project funds the expansion of King County Metro's existing fleet of eleven 40-ft battery electric buses. The planned purchases will be based on results of pilot testing of extended range buses in 2018 and 2019. This project will add up to 32 more 40-ft battery electric buses by 2021, if available bus technology meets the requirements of our chosen routes for this deployment. These new buses, unlike their predecessors, will use extended-range technology providing the capacity to operate the buses for up to140 miles between charges. On board batteries will be required to charge in four hours or less. These new40-ft battery electric buses will be low-floor buses with an FTA service life of 12 years.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

# Capital Appropriation Proposal



**NARRATIVES** TDC 40' BATTERY EL BUS 1130168

## 5. BUDGET REQUEST BASIS

This project is being moved under 1139507 TDC BATT ELEC BUS BUD as a sub-project. Twenty 40 foot BEB buses will be acquired.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC VANPOOL VEHICLE PURCHASE 1130169

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC VANPOOL VEHICLE PURCHASE |
| **Substantial Completion** | 12/31/2030 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 03/30/20 | $0 | $513 | $0 | $0 | $513 |
| **2 Preliminary Design** 03/31/20 - 07/28/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 07/29/20 - 12/25/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/30 | $34,671,796 | $3,982,158 | $12,910,273 | $18,206,197 | $69,770,424 |
| **5 Closeout** 01/01/31 - 03/01/31 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 03/31/20 - 06/28/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$34,671,796** | **$3,982,671** | **$12,910,273** | **$18,206,197** | **$69,770,937** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,360,205 | $7,829,952 | $10,136,147 | $19,326,303 |
| **33436 - WA ST DEPT TRANSPORTATION** | $0 | $3,000,000 | $5,000,000 | $8,000,000 |
| **39513 - SALE OF EQUIPMENT** | $2,622,466 | $2,080,322 | $3,070,050 | $7,772,838 |
| **Total Revenue** | **$3,982,671** | **$12,910,273** | **$18,206,197** | **$35,099,141** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC VANPOOL VEHICLE PURCHASE 1130169

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $513 | $0 | $0 | $0 | $0 | $513 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $23,376,553 | $323,201 | $14,954,200 | $12,910,273 | $18,206,197 | $69,770,424 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$23,377,066** | **$323,201** | **$14,954,200** | **$12,910,273** | **$18,206,197** | **$69,770,937** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $513 | $513 | $0 | $513 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $82,894,115 | $23,461,645 | $34,671,796 | $23,699,754 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$82,894,628** | **$23,462,158** | **$34,671,796** | **$23,700,267** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($513) | $513 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $10,972,042 | $3,982,158 | $14,954,200 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$10,971,529** | **$3,982,671** | **$14,954,200** | **$0** |

**NARRATIVES** TDC VANPOOL VEHICLE PURCHASE 1130169

## Current Scope

Vanpool Vehicle Purchase - This project funds the purchase of new vans needed to support Metro Transit's Vanpool Program. New vans are purchased to replace vans at the end of their useful vanpool life and to expand service. This project provides efficient, safe and dependable vans for vanpool customers throughout King County.

## 1. PROJECT SCOPE

Vanpool Vehicle Purchase - This project funds the purchase of new vans needed to support Metro Transit's Vanpool Program. New vans are purchased to replace vans at the end of their useful vanpool life and to expand service. This project provides efficient, safe and dependable vans for vanpool customers throughout King County.

# Capital Appropriation Proposal



**NARRATIVES** TDC VANPOOL VEHICLE PURCHASE 1130169

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The Vanpool Vehicle Purchase project provides vehicles needed to meet the need for transportation services throughout the county and is consistent with the County's Strategic Plan goal of Economic Growth and Built Environment and Metro Transit's direction of providing integrated, equitable and accessible mobility services.

## 4. PROJECT BENEFITS/OUTCOMES

The Vanpool Program is a cost-effective and flexible alternative to single-occupant vehicle travel and is particularly successful in areas not well served by fixed route transit. This project provides the vans needed for use by vanpool customers. Employers throughout the region depend on vanpools to help their employees commute to/from work. Many employers provide commuting benefits to their employees to encourage and financially support vanpooling. Employees like the service because it provides a "one-seat" ride with a direct connection to their work location. The Vanpool program also helps decrease the number of drive-alone commuters as more than half of customers who join the program previously drove to work alone. When vanpoolers leave the program, 88% express satisfaction with their vanpooling experience, 93% say they would vanpool again, and 98% would recommend vanpooling to friends, relatives, and co-workers.

## 5. BUDGET REQUEST BASIS

The 2021-2022 requested appropriation supports the purchase of 488 vans replacement vans. No expansion van purchases are planned. This "No Growth" scenario matches the department's service assumptions for the Vanpool Program. The project also include a change in the useful life of vans beginning in 2020 through 2028 in order to reach an additional reduction of $15 Million during the 2019-2028 cash flow planning period. The useful life of vans used for vanpool service has been extended from 7 to 8 years. The request includes fully burdened staff time. licensing, logos, accessories, inspection, and prep for service to support the revised number of replacement van purchases.

## 6. FUNDING AND REVENUE DISCUSSION

Grants Team is estimating anticipated funding from WSDOT VIP Program

Fares from vanpool riders cover the cost of replacement vans. King County Code requires that vanpool rider fares recover100 percent of capital costs, 100 percent of operating expenses and at least 25 percent of administrative costs. Vanpool fares were increased in2020 and may be adjusted again in 2022 and in future years depending on changes in costs. In the past the Washington State Department of Transportation, through its Vanpool Investment Program, reimbursed the Department almost$20 Million from 2006 through 2019. Proceeds from the sale of vanpool vans helps support the cost of replacement vans. Fare assumptions and van sales assumptions have not been updated for the extended useful life of program vans.

## 7. OPERATING BUDGET AND OTHER IMPACTS

A service plan based on the number of operating vanpool and van share groups projects operating costs for the program, including maintenance, gasoline, and insurance. This request assumes no increase in the level of vanpool service. Social and economic changes have created uncertainty in the market for vanpool services. For example, information is not available on how many vanpool groups may return to operations as the region progresses through the Governor's phases, employers begin brining back/increasing the number of employees commuting to worksites, or changes to employer-provided vanpool fare support for their employees.

## 8. PROJECT STATUS

This is an on-going project where the number and type of vehicles changes yearly based on projected service assumptions, customer usage and preference, and vehicle manufacturer capacity and availability. Each budget year, a multi-year fleet plan is created that identifies the quantity, seating capacity and unit cost of vans. 554 replacement vans and 70 expansion vans were/will be purchased during the 2019-2020 biennium. 484 replacement vans and zero expansion vans are planned in the 2021-2022 biennium.

**NARRATIVES** TDC VANPOOL VEHICLE PURCHASE 1130169

## 9. ALTERNATIVES ANALYSIS

Replacement van purchases are projected by the age of vehicles and their seating capacity. Annual purchase recommendations may alter the size of a vehicle purchased based on current customer trends and vehicle size preferences and availability and cost of vehicles in the marketplace. Replacement vans orders are typically placed first and in times when demand for new groups is difficult to gauge. The Washington State contract for passenger vehicles is analyzed for vehicles that may be appropriate for vanpool use. The program has also used an Invitation to Bid process to obtain the most competitively priced vehicles capable of meeting the requirements of the program. The useful life of vans in vanpool service is assumed at 8 years to meet reduction targets.

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project does not directly or indirectly further departmental equity and social justice goals. Equity and social justice goals are addressed in service design, work with communities and employers, and implementation of departmental programs. Vanpools are advertised, agreed to, and operated as a commuter program open to the public. Vanpool users agree and the program administrators ensure, to the best of its ability, that no person shall be denied the opportunity to participate in or be subjected to discrimination in the conduct of the Commuter Van Program because of race, creed, color, sex, age, national origin, sexual orientation, or the presence of any sensory, mental or physical disability in any manner contrary to applicable local ordinance, state or federal laws and regulations.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project includes the replacement of 20 all-electric five passenger vehicles in 2026. Some of the planned replacement vehicles, including the 20 electric vehicles may include all-electric 7-passenger vehicles in the 2021-2022 biennium. Challenges affecting the rate of electrification of the vanpool fleet include: limited charging infrastructure at public and work locations; costs and risks associated with installing and maintaining charging infrastructure at private residences, availability of a 7-passenger (comparable in size and comfort) all-electric van, and sufficient range to support vanpool commute distances.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Base capacity to support the vanpool fleet is not addressed in this project. If the demand for service does not increase for the next two years and through the cash flow period 2019-2028, the approximately 610 spaces available at the Van Distribution Center will support the program. In the near-term however, if groups do not return to vanpooling and instead turn in their vans, additional parking capacity may be needed. The size of the fleet may also need to be reduced.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC ADA VAN PROCUREMENT 1130170

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC ADA VAN PROCUREMENT |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 03/30/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 03/31/20 - 07/28/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 07/29/20 - 12/25/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/30 | $17,663,715 | $11,320,466 | $6,721,344 | $7,941,410 | $43,646,935 |
| **5 Closeout** 01/01/31 - 03/01/31 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 03/31/20 - 06/28/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$17,663,715** | **$11,320,466** | **$6,721,344** | **$7,941,410** | **$43,646,935** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $11,224,466 | $6,613,344 | $7,864,610 | $25,702,420 |
| **36999 - OTHER MISC REVENUE** | $96,000 | $108,000 | $76,800 | $280,800 |
| **Total Revenue** | **$11,320,466** | **$6,721,344** | **$7,941,410** | **$25,983,220** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC ADA VAN PROCUREMENT 1130170

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $13,064,588 | $4,601,081 | $11,318,512 | $6,721,344 | $7,941,410 | $43,646,935 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$13,064,588** | **$4,601,081** | **$11,318,512** | **$6,721,344** | **$7,941,410** | **$43,646,935** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $58,023,872 | $16,795,195 | $17,663,715 | $17,665,669 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$58,023,872** | **$16,795,195** | **$17,663,715** | **$17,665,669** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($1,954) | $11,320,466 | $11,318,512 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($1,954)** | **$11,320,466** | **$11,318,512** | **$0** |

**NARRATIVES** TDC ADA VAN PROCUREMENT 1130170

## Current Scope

American with Disabilities Act (ADA) Van Procurement - This project funds the purchase of new vehicles needed to support Metro Transit's Access Paratransit service. New vehicles are purchased to replace vehicles at the end of their useful life and to expand or enhance the service.

## 1. PROJECT SCOPE

American with Disabilities Act (ADA) Van Procurement - This project funds the purchase of new vehicles needed to support Metro Transit's Access Paratransit service. New vehicles are purchased to replace vehicles at the end of their useful life and to expand or enhance the service.

# Capital Appropriation Proposal



**NARRATIVES** TDC ADA VAN PROCUREMENT 1130170

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Metro Transit provides accessible regular bus service for persons with disabilities. Metro Transit also offers free transit instruction that teaches persons with disabilities how to ride regular public transportation, including use of lifts and ramps. In addition, for persons whose disabilities prevent them from using accessible non-commuter fixed route bus service, Metro Transit provides transportation through its Access Paratransit service. This is a shared-ride service using smaller vehicles equipped to carry a range of mobility devices. Metro Transit provides vehicles for use by contractors who schedule and operate the service. The service is complementary to the fixed route system with respect to location and frequency of service and is above and beyond the ADA minimum by offering expanded service in some areas; extended hours; hand-to-hand assistance were contracted drivers escort riders to/from the vehicles into the hands of another responsible party, a subscription service; and reservations up to seven days in advance.

## 4. PROJECT BENEFITS/OUTCOMES

Replacing older vehicles minimizes service delays caused by vehicle breakdowns and safety concerns. Scheduled vehicle replacement is based on age, mileage accumulation, vehicle downtime or availability and functionality. These criteria are designed to minimize the number of road calls, ensure availability and maintain service quality and productivity. Fleet expansion is based on growth predictions and/or changes in service.

## 5. BUDGET REQUEST BASIS

The 2021-2022 requested appropriation supports the purchase of 121 vans - 121 mini buses replaced at the end of their useful life and 0 mini buses for program growth. The request includes fully burdened staff time. Licensing, logos, accessories, inspection, prep for service, and updating of systems are also included. Total project cost (Estimate at Completion 2018 - 2028) has decreased by 13%, approximately, due mostly to the assumptions that the program is not projecting growth and forecasting a reduction in fleet usage through this period.

## 6. FUNDING AND REVENUE DISCUSSION

Access vehicle purchases are primarily funded by the Public Transportation Fund, capital sub fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating costs for the Access Paratransit fleet (fuel and maintenance) are included in the Access operating budget. Maintenance expenses are included in the contracted Access service providers' rates.

## 8. PROJECT STATUS

The 2019 – 2020 fleet plan forecasted a total of 202 vehicles to be purchased, the actual amount purchased is 156 based on the funding of the actual approved budget. The budget oversight was potentially created by the averaging the cost throughout the 10 year forecast. In the 2021-2022 budget, Access will need to replace an additional 54 vehicles that were originally projected to be replaced in 2020. The 2020 Access Transportation revenue fleet currently consists of 379 vehicles and based on current forecasts it is projected to have no growth through the end of 2028. In the 2021 – 2022 biennium Access will purchase a total of 121 ADA minibuses. 2021, Access will purchase 89 replacement vehicles, and in 2022, 32 replacement vehicles are planned.

## 9. ALTERNATIVES ANALYSIS

An alternative to replacing vehicles within the prescribed mileage and useful life guidelines is to continue using the vehicles in service. This is not recommended because of increases in operating costs, break downs and the risk of equipment failure. These costs would be directly passed to Metro Transit from the contracted service providers as the current contract specifically states the projected replacement age and miles of the fleet. The ability to meet service levels may also inconvenience customers.

## 10. OTHER AGENCY INVOLVEMENT

No other Agencies involved in this project.

## 11. ART ELIGIBILITY

Vehicle purchases are not eligible for 1% for Art contribution.

# Capital Appropriation Proposal



**NARRATIVES** TDC ADA VAN PROCUREMENT 1130170

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The Paratransit program provides travel opportunities for historically disadvantaged populations, such as low-income people, seniors, people of color, people with disabilities and others with limited transportation options.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Vehicle purchase and replacement planning will follow SCAP guidance, including consideration of low to zero emission vehicle alternatives, appropriately sized vehicles, and efforts to optimize equipment such as AVL and appropriate life cycle analysis.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The capital fleet request does not take in account for additional LPG alternative fuel vehicles or the replacement of existing LPG vehicles when they reach the end of their useful life. This proposal does not include electrification of the Access fleet as there has not been any guidance on estimating costs and required infrastructure and property acquisition. Other considerations not taken in account are the fleet impacts of increased ridership. Increasing LPG fuel usage requires the construction of fuel stations at the specific base locations. The ability to electrify the Access fleet will take considerable planning, including property acquisition and potential service model changes. The electrification is also dependent on available vehicle technology and available charging infrastructure.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC CAT VEHICLES PROCUREMENT 1130171

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC CAT VEHICLES PROCUREMENT |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 01/01/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/20 - 01/02/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/20 - 01/03/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/30 | $8,104,817 | $1,072,867 | $1,589,966 | $436,543 | $11,204,193 |
| **5 Closeout** 01/01/31 - 01/01/31 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/02/20 - 01/02/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$8,104,817** | **$1,072,867** | **$1,589,966** | **$436,543** | **$11,204,193** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $1,072,867 | $1,589,966 | $436,543 | $3,099,376 |
| **Total Revenue** | **$1,072,867** | **$1,589,966** | **$436,543** | **$3,099,376** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC CAT VEHICLES PROCUREMENT 1130171

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $6,343,451 | $1,230,097 | $1,604,136 | $1,589,966 | $436,543 | $11,204,193 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$6,343,451** | **$1,230,097** | **$1,604,136** | **$1,589,966** | **$436,543** | **$11,204,193** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $16,616,627 | $6,343,451 | $8,104,817 | $7,573,548 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$16,616,627** | **$6,343,451** | **$8,104,817** | **$7,573,548** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $531,269 | $1,072,867 | $1,604,136 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$531,269** | **$1,072,867** | **$1,604,136** | **$0** |

**NARRATIVES** TDC CAT VEHICLES PROCUREMENT 1130171

## Current Scope

Community Access Transportation Vehicle Procurement - The Community Access Transportation (CAT) program diverts rides of the more expensive Americans with Disabilities Act (ADA) paratransit service and also fills gaps in service for seniors, people with disabilities and low-income populations who cannot ride the bus (due to income or mobility issues that make bus travel very difficult).

## 1. PROJECT SCOPE

Community Access Transportation Vehicle Procurement - The Community Access Transportation (CAT) program diverts rides of the more expensive Americans with Disabilities Act (ADA) paratransit service and also fills gaps in service for seniors, people with disabilities and low-income populations who cannot ride the bus (due to income or mobility issues that make bus travel very difficult).

# Capital Appropriation Proposal



**NARRATIVES** TDC CAT VEHICLES PROCUREMENT 1130171

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This is an on-going project where the number and type of vehicles changes yearly based on projected service assumptions, vehicles unexpectedly lost due to service issues/accidents and replacement of vehicles that reach the end of the useful life. Each budget year, a multi-year fleet plan is created that identifies the quantity and unit cost of van. The plan is also adjusted to right-size the fleet to be more cost effective and meet the changing needs of Community Access Transportation (CAT) agencies.

## 4. PROJECT BENEFITS/OUTCOMES

Replacing the older vehicles minimizes service delays caused by vehicle breakdowns and safety concerns. Scheduled vehicle replacement is based on age, mileage accumulation, vehicle downtime or availability and functionality. These criteria are designed to minimize the number of road calls; insure availability and maintain service quality and productivity. Fleet expansion is based on growth predictions and/or changes in service.

## 5. BUDGET REQUEST BASIS

During the biennium, 21 vehicles will reach the end of their useful life and will be replaced.

## 6. FUNDING AND REVENUE DISCUSSION

CAT vehicle purchases are primarily funded by the Public Transportation Fund, capital sub fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating costs for the CAT fleet are included in the Contracted Services operating budget.

## 8. PROJECT STATUS

The project is ongoing and expanding when resources are available. Vehicles are replaced when they reach the end of their useful life.

## 9. ALTERNATIVES ANALYSIS

One alternative to replacing vehicles within the prescribed mileage and useful life guidelines is to continue using the vehicles in service. This is not recommended because it increases operating costs, break downs and the risk of equipment failure. These cost would be directly passed to King County from the contracted service providers as the current contract specifically states the projected replacement age and miles of the fleet. This may also follow with the inability to provide the same level of service currently being provided.

## 10. OTHER AGENCY INVOLVEMENT

No other Agencies involved in this project.

## 11. ART ELIGIBILITY

Vehicle purchases are not eligible for 1% for Art contribution.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

The CAT program provides travel opportunities for historically disadvantaged populations, such as low-income people, seniors, people of color, people with disabilities and others with limited transportation options.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Vehicle purchase and replacement planning will follow SCAP guidance, including consideration of low to zero emission vehicle alternatives, appropriately sized vehicles, and efforts to optimize equipment such as AVL and appropriate life cycle analysis.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** TDC CAT VEHICLES PROCUREMENT 1130171

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC LEASEED EL BUS TESTING (TDC LEASED EL BUS TESTING) 1132837

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $4,719,370 | ($555,835) | $0 | $0 | $4,163,535 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,719,370** | **($555,835)** | **$0** | **$0** | **$4,163,535** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC LEASED EL BUS TESTING 1132837

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,840,912 | $0 | $0 | $0 | $0 | $2,840,912 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,840,912** | **$0** | **$0** | **$0** | **$0** | **$2,840,912** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $3,671,327 | $4,719,370 | $2,840,912 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$3,671,327** | **$4,719,370** | **$2,840,912** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,878,458 | ($555,835) | $0 | $1,322,623 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,878,458** | **($555,835)** | **$0** | **$1,322,623** |

## NARRATIVES

TDC LEASED EL BUS TESTING 1132837

### Current Scope

Leased Electric Bus Testing - This project leases up to 10 extended-range battery electric buses (six 40-ft and four 60-ft buses) for the purpose of testing and evaluating extended-range battery electric buses under King County Metro operating conditions. The project plan calls for leasing two 40-ft battery electric buses from each of the following transit vehicle manufacturers: BYD, New Flyer, and Proterra; and leasing two 60-ft battery electric buses from BYD and New Flyer. In addition to determining if these buses can meet our operating requirements, the test will help KCM refine its technical specifications for future battery electric bus procurements.

### 1. PROJECT SCOPE

Leased Electric Bus Testing - This project leases up to 10 extended-range battery electric buses (six 40-ft and four 60-ft buses) for the purpose of testing and evaluating extended-range battery electric buses under King County Metro operating conditions. The project plan calls for leasing two 40-ft battery electric buses from each of the following transit vehicle manufacturers: BYD, New Flyer, and Proterra; and leasing two 60-ft battery electric buses from BYD and New Flyer. In addition to determining if these buses can meet our operating requirements, the test will help KCM refine its technical specifications for future battery electric bus procurements.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Project will be completed for less than originally anticipated. This request removes excess budget.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC LEASED EL BUS TESTING 1132837

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC 60' BATTERY EL BUS 1133710

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC 60' BATTERY EL BUS |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/20 | $101,465,051 | ($101,465,051) | $0 | $0 | $0 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$101,465,051** | **($101,465,051)** | **$0** | **$0** | **$0** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC 60' BATTERY EL BUS 1133710

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $102,846 | $0 | $0 | $0 | $0 | $102,846 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$102,846** | **$0** | **$0** | **$0** | **$0** | **$102,846** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $179,471 | $101,465,051 | $102,846 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$179,471** | **$101,465,051** | **$102,846** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $101,362,205 | ($101,465,051) | $0 | ($102,846) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$101,362,205** | **($101,465,051)** | **$0** | **($102,846)** |

## NARRATIVES

TDC 60' BATTERY EL BUS 1133710

### Current Scope

60-ft Battery Electric Bus - This project funds King County Metro's first ever fleet of 60-ft battery electric buses. The initial order is planned for a quantity of 45 extended range buses, dependent on successful pilot testing of industry-available technology in 2018 and 2019 for meeting the demands of our routes, climate, and topography. The buses are scheduled to enter service in late 2020 and are also dependent on new base and charging capacity being in place by that time. The new fleet of 60-ft battery electric buses will be extended charge, low-floor buses with an Federal Transit Administration (FTA) service life of 12 years. King County Metro will issue a new Request for Proposal (RFP) to acquire these buses.

### 1. PROJECT SCOPE

60-ft Battery Electric Bus - This project funds King County Metro's first ever fleet of 60-ft battery electric buses. The initial order is planned for a quantity of 45 extended range buses, dependent on successful pilot testing of industry-available technology in 2018 and 2019 for meeting the demands of our routes, climate, and topography. The buses are scheduled to enter service in late 2020 and are also dependent on new base and charging capacity being in place by that time. The new fleet of 60-ft battery electric buses will be extended charge, low-floor buses with an Federal Transit Administration (FTA) service life of 12 years. King County Metro will issue a new Request for Proposal (RFP) to acquire these buses.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

# Capital Appropriation Proposal



**NARRATIVES** TDC 60' BATTERY EL BUS 1133710

## 5. BUDGET REQUEST BASIS

This project is being moved under 1139507 TDC BATT ELEC BUS BUD as a sub-project. Twenty 60 foot BEB buses will be acquired.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC FIXED RT PROG MGMT 1134163

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC FIXED RT PROG MGMT |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 03/30/20 | $1,094,018 | ($590,785) | $0 | $0 | $503,233 |
| **2 Preliminary Design** 03/31/20 - 12/31/28 | $0 | $855,483 | $2,606,509 | $2,773,034 | $6,235,026 |
| **3 Final Design** 01/01/29 - 05/30/29 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/31/29 - 05/25/30 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/29 - 03/01/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 03/31/20 - 06/28/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,094,018** | **$264,697** | **$2,606,509** | **$2,773,034** | **$6,738,259** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $264,697 | $2,606,509 | $2,773,034 | $5,644,241 |
| **Total Revenue** | **$264,697** | **$2,606,509** | **$2,773,034** | **$5,644,241** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC FIXED RT PROG MGMT 1134163

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $428,043 | $75,190 | $0 | $0 | $0 | $503,233 |
| 2 Prelim Design | $0 | $232,219 | $623,264 | $2,606,509 | $3,361,365 | $6,823,357 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$428,043** | **$307,409** | **$623,264** | **$2,606,509** | **$3,361,365** | **$7,326,590** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $503,233 | $511,928 | $1,094,018 | $503,233 |
| 2 Preliminary Design | $0 | $6,972,505 | $0 | $0 | $232,219 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$7,475,738** | **$511,928** | **$1,094,018** | **$735,452** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $590,785 | ($590,785) | $0 | $0 |
| 2 Preliminary Design | ($232,219) | $855,483 | $623,264 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$358,566** | **$264,698** | **$623,264** | **$0** |

**NARRATIVES** TDC FIXED RT PROG MGMT 1134163

## Current Scope

Fixed Route Program Management - This project is a programmatic effort to support the Revenue Fleet Sub Portfolio capital planning efforts. This work will be performed by the Planning and Portfolio Coordination group and will support all planning and program management activities. Program management activities will be responsible for ensuring adequate coordination with Vehicle Maintenance and Facility Maintenance Divisions and Fleet Purchasing and Fixed Asset program groups internal to Metro to meet their needs and mitigate impacts to operations during design and construction. The Fixed Route Vehicle Sub Portfolio includes the purchasing of Hybrid, Diesel, Battery Electric and Trolley buses and Onboard Systems. Staff will conduct program management activities including: prioritization of purchases within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. Work will also include monitoring projects for progress and changes in scope, schedule and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinate with projects in other programs.

# Capital Appropriation Proposal



**NARRATIVES** TDC FIXED RT PROG MGMT 1134163

## 1. PROJECT SCOPE

Fixed Route Program Management - This project is a programmatic effort to support the Revenue Fleet Sub Portfolio capital planning efforts. This work will be performed by the Planning and Portfolio Coordination group and will support all planning and program management activities. Program management activities will be responsible for ensuring adequate coordination with Vehicle Maintenance and Facility Maintenance Divisions and Fleet Purchasing and Fixed Asset program groups internal to Metro to meet their needs and mitigate impacts to operations during design and construction. The Fixed Route Vehicle Sub Portfolio includes the purchasing of Hybrid, Diesel, Battery Electric and Trolley buses and Onboard Systems. Staff will conduct program management activities including: prioritization of purchases within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. Work will also include monitoring projects for progress and changes in scope, schedule and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinate with projects in other programs.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Coordination of these programs is critical to leveraging funding opportunities with other agency partners, meeting target dates for zero emission fleet goals and ensuring reliable operations of our fixed route fleet to support existing and expansions of service. All activities are devoted to moving capital projects and programs forward expeditiously into design and completion of delivery and are supported by capital funds.

## 4. PROJECT BENEFITS/OUTCOMES

All activities are devoted to moving capital projects and programs forward expeditiously into design and completion of delivery and are supported by capital funds. Benefits include setting projects on a path of steady progress towards completion, identifying and addressing flaws and risks where possible in advance of passing on to a project manager for design. Work done to improve scope and schedule will help define needed staff resources so that projects do not move into design prematurely until resources are available. In many cases, programming will work to package projects so they can be implemented concurrently, minimizing impact to operations to the extent possible.

## 5. BUDGET REQUEST BASIS

Based on staffing in the capital planning and program management organization chart responsible for the capital planning and program management duties within the Fixed Route Vehicle Sub Portfolio. Modest amount of professional services are estimated to augment staff expertise.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be funded by a combination of Public Transportation Fund, capital sub fund and grant funds where applicable.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Ten percent of the staffing costs are assumed to be born by the operation budget.

## 8. PROJECT STATUS

Program management activities will begin in Q3 2018 to be ready for robust implementation January 1, 2019.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

**NARRATIVES** TDC FIXED RT PROG MGMT 1134163

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Strategic Climate Action Plan goals are considered as part of the prioritization process of projects and the benefits expected from project implementation. Program managers are responsible for ensuring benefits are achieved through implementation of projects within the programs.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC NON FIXED RT PR MGMT 1134228

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC NON FIXED RT PR MGMT |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 03/30/20 | $214,798 | ($129,582) | $0 | $0 | $85,216 |
| **2 Preliminary Design** 03/31/20 - 12/31/28 | $0 | $532,018 | $437,817 | $464,185 | $1,434,019 |
| **3 Final Design** 01/01/29 - 05/30/29 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 05/31/29 - 05/25/30 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 01/01/29 - 03/01/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 03/31/20 - 06/28/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$214,798** | **$402,436** | **$437,817** | **$464,185** | **$1,519,236** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $402,436 | $437,817 | $464,185 | $1,304,438 |
| **Total Revenue** | **$402,436** | **$437,817** | **$464,185** | **$1,304,438** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC NON FIXED RT PR MGMT 1134228

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $41,838 | $43,379 | $0 | $0 | $0 | $85,216 |
| 2 Prelim Design | $0 | $116,056 | $415,962 | $437,817 | $464,185 | $1,434,019 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$41,838** | **$159,435** | **$415,962** | **$437,817** | **$464,185** | **$1,519,236** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $85,216 | $114,813 | $214,798 | $85,216 |
| 2 Preliminary Design | $0 | $1,927,509 | $0 | $0 | $116,056 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,012,726** | **$114,813** | **$214,798** | **$201,272** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $129,582 | ($129,582) | $0 | $0 |
| 2 Preliminary Design | ($116,056) | $532,018 | $415,962 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$13,526** | **$402,436** | **$415,962** | **$0** |

**NARRATIVES** TDC NON FIXED RT PR MGMT 1134228

## Current Scope

Non-Fixed Route Program Management - This programmatic project supports the Non-Fixed Route Fleet Sub Portfolio capital planning efforts. Planning for programs and projects within this Sub Portfolio will be performed by the Planning and Portfolio Coordination group to support all planning and program management activities. Program management activities will also be responsible for ensuring adequate coordination with Vehicle Maintenance, Fleet Purchasing, and Fixed Asset program and other groups internal to Metro to meet their needs. Staff will conduct program management activities including: prioritization of purchases within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. Work will also include monitoring projects for progress and changes in scope, schedule, and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinate with projects in other programs.

# Capital Appropriation Proposal



**NARRATIVES** TDC NON FIXED RT PR MGMT 1134228

## 1. PROJECT SCOPE

Non-Fixed Route Program Management - This programmatic project supports the Non-Fixed Route Fleet Sub Portfolio capital planning efforts. Planning for programs and projects within this Sub Portfolio will be performed by the Planning and Portfolio Coordination group to support all planning and program management activities. Program management activities will also be responsible for ensuring adequate coordination with Vehicle Maintenance, Fleet Purchasing, and Fixed Asset program and other groups internal to Metro to meet their needs. Staff will conduct program management activities including: prioritization of purchases within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. Work will also include monitoring projects for progress and changes in scope, schedule, and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinate with projects in other programs.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Coordination of these programs is critical to meeting target dates for zero emission fleet goals and ensuring reliable operations of our non-fixed route fleet to support all transit non-route business needs. All activities are devoted to moving capital projects and programs forward expeditiously into design and completion of delivery.

## 4. PROJECT BENEFITS/OUTCOMES

Benefits include setting projects on a path of steady progress towards completion, identifying and addressing flaws and risks where possible in advance of passing on to a project manager for design. Work done to improve scope and schedule will help define needed staff resources so that projects do not move into design prematurely until resources are available.

## 5. BUDGET REQUEST BASIS

Based on staffing in the capital planning and program management organization chart responsible for the Planning and Portfolio Coordination duties within the Non-Fixed Route Vehicle Sub Portfolio. Modest amount of professional services are estimated to augment staff expertise.

## 6. FUNDING AND REVENUE DISCUSSION

Covered by CIP funding. Default sub-fund 3641

## 7. OPERATING BUDGET AND OTHER IMPACTS

Ten percent of the staffing costs are assumed to be born by the operation budget.

## 8. PROJECT STATUS

Program management activities will begin in Q3 2018 to be ready for robust implementation January 1, 2019.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, capital planning project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

# Capital Appropriation Proposal



**NARRATIVES** TDC NON FIXED RT PR MGMT 1134228

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Strategic Climate Action Plan goals are considered as part of the prioritization process of projects and the benefits expected from project implementation. Program managers are responsible for ensuring benefits are achieved through implementation of projects within the programs.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC EMERG NEED CONT FUND 3642 — 1134670

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/31/28 | $20,000,000 | ($10,000,000) | $0 | $0 | $10,000,000 |
| **5 Closeout** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 12/31/20 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$20,000,000** | **($10,000,000)** | **$0** | **$0** | **$10,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### EXPENSE TDC EMERG NEED CONT FUND 3642 1134670

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $20,000,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$20,000,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $20,000,000 | ($10,000,000) | $0 | $10,000,000 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$20,000,000** | **($10,000,000)** | **$0** | **$10,000,000** |

## NARRATIVES

TDC EMERG NEED CONT FUND 3642 1134670

### Current Scope

Emergent Need Contingency - This project provides a mechanism for allocating additional appropriations to existing capital projects within the same fund in the event of unforeseen circumstances which cause existing appropriations on a project to be insufficient. This project requests emergent need contingency budget for Transit revenue fleet capital fund3642. If needed, the appropriation authority in this project would be transferred to other projects within the capital fund.

### 1. PROJECT SCOPE

Emergent Need Contingency - This project provides a mechanism for allocating additional appropriations to existing capital projects within the same fund in the event of unforeseen circumstances which cause existing appropriations on a project to be insufficient. This project requests emergent need contingency budget for Transit revenue fleet capital fund3642. If needed, the appropriation authority in this project would be transferred to other projects within the capital fund.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This request removes excess appropriation to better align with the current size of projects in fund 3642.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** TDC EMERG NEED CONT FUND 3642 1134670

**6. FUNDING AND REVENUE DISCUSSION**

**7. OPERATING BUDGET AND OTHER IMPACTS**

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC MAR VESSEL ENGINE OVERHAUL 1139238

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 4, 8 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2024 |
| **Location** | 101 Alaskan Way, Pier 48 Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/23 - 01/01/23 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/23 - 01/02/23 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/23 - 01/03/23 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/23 - 12/20/24 | $0 | $0 | $3,000,000 | $0 | $3,000,000 |
| **5 Closeout** 12/21/24 - 12/21/24 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/02/23 - 01/02/23 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$3,000,000** | **$0** | **$3,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $614,793 | $0 | $614,793 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $2,385,207 | $0 | $2,385,207 |
| **Total Revenue** | **$0** | **$3,000,000** | **$0** | **$3,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC MAR VESSEL ENGINE OVERHAUL 1139238

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $3,000,000 | $0 | $3,000,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$3,000,000** | **$0** | **$3,000,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,000,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC MAR VESSEL ENGINE OVERHAUL 1139238

## Current Scope

Marine Vessel Engine Overhaul - The project is in support of maintaining County assets in a state of good repair. The two Sally Fox class vessels delivered to the County in 2015 and 2016 are powered by tier 3 marine diesel engines. These engines will reach their useful service half-life and will need major maintenance in order to extend the service life expectancy.

## 1. PROJECT SCOPE

Marine Vessel Engine Overhaul - The project is in support of maintaining County assets in a state of good repair. The two Sally Fox class vessels delivered to the County in 2015 and 2016 are powered by tier 3 marine diesel engines. These engines will reach their useful service half-life and will need major maintenance in order to extend the service life expectancy.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC MAR VESSEL ENGINE OVERHAUL 1139238

## 3. PROJECT JUSTIFICATION

Maintains County assets in a state of good repair.
Maintains vessels in operational readiness in order to have continuity of operations.
Meets original equipment manufacturers (OEM) specifications for maintaining engine equipment.

## 4. PROJECT BENEFITS/OUTCOMES

Diesel engine overhauls provide an additional 10-15 years of service life.
Maintains emission and environmental benefits achieved from Tier 3 engines and the use of biodiesel.
Continuity of operations for ferry services.

## 5. BUDGET REQUEST BASIS

The $3 million will support the required mid-life overhaul of the engines in both the Sally Fox and Doc Maynard vessels. This covers all shipyard costs to complete the work.

## 6. FUNDING AND REVENUE DISCUSSION

This project will be funded with the Federal Transit Administration 5337 HIFG grants, Ferry Boat Program and the local match will be covered by ferry property tax revenue.

## 7. OPERATING BUDGET AND OTHER IMPACTS

There are no operating budget impacts.

## 8. PROJECT STATUS

This has not yet started, it is scheduled for 2023.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

No other agencies are involved in this project.

## 11. ART ELIGIBILITY

Not Art Eligible, maintenance or minor rehabilitation

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

# Capital Appropriation Proposal



**NARRATIVES** TDC MAR VESSEL ENGINE OVERHAUL 1139238

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC HYBRID BUS BUD 1139327

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC HYBRID BUS BUD |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/21 - 01/03/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/28 | $0 | $0 | $0 | $143,095,746 | $143,095,746 |
| **5 Closeout** 01/01/29 - 01/01/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$143,095,746** | **$143,095,746** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $33,503,518 | $33,503,518 |
| **33118 - FED TRANSIT CAP INVEST** | $0 | $0 | $109,592,228 | $109,592,228 |
| **Total Revenue** | **$0** | **$0** | **$143,095,746** | **$143,095,746** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC HYBRID BUS BUD 1139327

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $143,095,746 | $143,095,746 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$143,095,746** | **$143,095,746** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $380,483,101 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$380,483,101** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC HYBRID BUS BUD 1139327

## Current Scope

Hybrid Bus Budget - This programmatic project funds the replacement of King County Metro's existing fleet of hybrid buses, including the replacement of 105 buses in 2025 and an additional 155 buses in 2028. The new fleet will have an FTA service life of 12 years.

## 1. PROJECT SCOPE

Hybrid Bus Budget - This programmatic project funds the replacement of King County Metro's existing fleet of hybrid buses, including the replacement of 105 buses in 2025 and an additional 155 buses in 2028. The new fleet will have an FTA service life of 12 years.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** TDC HYBRID BUS BUD 1139327

## 3. PROJECT JUSTIFICATION

This project provides for the replacement of revenue service buses. This supports the Transit goal of Financial Stewardship, and maintaining assets in a state of good repair. Bus replacement is based on the Fleet Plan, which is based on the service plan and the expected useful life of the asset. A low floor bus will also meet the Human Potential goals, by being easier for passengers in mobility aid devices (low floor buses use a ramp compared to the lift in the forward door on the present buses) to enter and exit the buses.

## 4. PROJECT BENEFITS/OUTCOMES

The replacement of diesel and hybrid buses with hybrid buses featuring all-electric accessories reduces fuel consumption and buses advances King County's commitment to low- and no-emission transit and contributes toward the Environmental Sustainability goal. Operating costs should remain flat or decrease with the replacement of vehicles. The new hybrid vehicles with electrically-driven accessories will provide improved fuel economy compared to the existing fleet of hybrids and diesels, and accordingly will improve energy efficiency.

## 5. BUDGET REQUEST BASIS

The budget request covers the cost of 105 coaches. The amount of the request is based upon 60-ft Hybrid bus pricing derived from a competitive request for proposals for transit buses issued by the State of Washington Department of Enterprise Services on behalf of WSDOT The amount of the request also includes funding for the requisite capital acquisition costs associated with the purchase and placement into service of rolling stock assets. These capital acquisition costs include transit fleet procurement team costs, in-plant and post-delivery inspection of buses, after-market equipment acquisition and installation, service preparation and commissioning, training, technical publications and manuals, diagnostic equipment, special tools and project contingency.

## 6. FUNDING AND REVENUE DISCUSSION

Federal grant funds support this project. Remaining funds come from the Public Transportation Fund, revenue fleet sub fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Annual operating costs are recovered through operating revenue.
Year operating costs will begin: 2019

## 8. PROJECT STATUS

Manufacturing and assembly of the 2019 60ft hybrid buses is scheduled to begin in February 2019. All 2019 buses are expected to be delivered and placed into service for the September 2019 service change. Bus payments, factory inspection costs, post-delivery inspection costs, service preparation and commissioning costs will be incurred and paid during 2019.

## 9. ALTERNATIVES ANALYSIS

Alternative: Purchase Battery Electric Buses - The purchase of 60-ft battery electric buses as a complete fleet replacement has yet to be demonstrated as a viable alternative to hybrid buses. Testing and evaluation of the battery electric bus as an equivalent replacement for a hybrid bus is being expanded to analyze extended range battery electric buses. The timing and impact of capital decisions regarding the selection, design and construction of charging infrastructure will significantly influence the timing of the purchasing decisions for the battery electric buses as fleet replacement vehicles.

## 10. OTHER AGENCY INVOLVEMENT

The State of Washington through its Department of Enterprise Services acting on behalf of the Washington State Department of Transportation (WSDOT) has put in place a contract for a consortium of Washington State transit agencies to purchase heavy duty transit buses. King County has been an active member of and participant in the Washington State Purchasing Cooperative for several years. King County Metro was a major contributor to the development of technical specifications for the WSDOT Consortium contract over the past few years. King County Metro will purchase the 60ft hybrid buses through the WSDOT Consortium contract.

## 11. ART ELIGIBILITY

Not Art Eligible, Fleet Procurement

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Hybrid buses provide a lower emission alternative vehicle to support Metro's operations as it transitions to a 100% zero-emission fleet.

# Capital Appropriation Proposal



**NARRATIVES** TDC HYBRID BUS BUD 1139327

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Hybrid buses provide a lower emission alternative vehicle to support Metro's operations as it transitions to a 100% zero-emission fleet.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BEB (260) BUD INCREM 1139328

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC BEB (260) BUD INCREM |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/24 - 01/01/24 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/24 - 01/02/24 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/24 - 01/03/24 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 12/30/28 | $0 | $0 | $0 | $39,632,744 | $39,632,744 |
| **5 Closeout** 01/01/24 - 01/01/24 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/02/24 - 01/02/24 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$0** | **$39,632,744** | **$39,632,744** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $0 | $0 | $0 | $0 |
| **36999 - OTHER MISC REVENUE** | $0 | $0 | $39,632,744 | $39,632,744 |
| **Total Revenue** | **$0** | **$0** | **$39,632,744** | **$39,632,744** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BEB (260) BUD INCREM 1139328

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $39,632,744 | $39,632,744 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$39,632,744** | **$39,632,744** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $115,671,706 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$115,671,706** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** TDC BEB (260) BUD INCREM 1139328

## Current Scope

Battery Electric Bus Budget Increment - This project funds the purchase of Battery Electric Buses (BEB) to replace aging revenue service buses in the fleet. This project is shown as the incremental cost difference between battery electric buses and hybrid buses. This purchase includes a mix of 40-foot and 60-foot buses to match service requirements. This project was based on an estimate of approximately260 buses purchased between 2025 and 2028. With this project, all buses purchased from 2025 on will be battery electric bus.

## 1. PROJECT SCOPE

Battery Electric Bus Budget Increment - This project funds the purchase of Battery Electric Buses (BEB) to replace aging revenue service buses in the fleet. This project is shown as the incremental cost difference between battery electric buses and hybrid buses. This purchase includes a mix of 40-foot and 60-foot buses to match service requirements. This project was based on an estimate of approximately260 buses purchased between 2025 and 2028. With this project, all buses purchased from 2025 on will be battery electric bus.

# Capital Appropriation Proposal



**NARRATIVES** TDC BEB (260) BUD INCREM 1139328

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project provides for the replacement of revenue service buses with zero emission battery electric buses. Metro pledged to transition to a zero-emissions fleet by 2040 in order to protect our climate, air quality, and health of our communities while providing safe, high-quality, efficient public transportation. Bus replacement also supports the Transit goal of Financial Stewardship, and maintaining assets in a state of good repair. Bus replacement is based on the Fleet Plan, which is based on the service plan and the expected useful life of the asset. Battery electric buses promote Metro's progress toward the greenhouse gas reduction goals in King County's Strategic Action Plan, Metro's sustainability goals and also helps reduce air and noise pollution. King County Metro is committed to improving air quality and reducing greenhouse gas emissions from transportation by transitioning to a zero-emissions bus fleet powered by renewable energy over the next 20 years.

## 4. PROJECT BENEFITS/OUTCOMES

The replacement of hybrid buses with battery electric buses advances King County's commitment to low- and no-emission transit and contributes toward the Environmental Sustainability goal and the King County Strategic Climate Action Plan.

## 5. BUDGET REQUEST BASIS

The cost estimate is based on the cost difference between the cost of 260 Battery electric buses compared to 260 hybrid buses. These capital acquisition costs include transit fleet procurement team costs, in-plant and post-delivery inspection of buses, after-market equipment acquisition and installation, service preparation and commissioning, training, technical publications and manuals, diagnostic equipment, special tools and project contingency. The labor costs are not included, because they are assumed to be in the baseline Hybrid Bus purchase project. This represents the added capital cost of the bus purchase.

## 6. FUNDING AND REVENUE DISCUSSION

Federal grant funds support this project. Remaining funds come from the Public Transportation Fund, revenue fleet sub fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Annual operating costs are recovered through operating revenue.

## 8. PROJECT STATUS

New Project

## 9. ALTERNATIVES ANALYSIS

Metro conducted a Feasibility Study in 2017, "Transit Feasibility of Achieving a Carbon- Neutral or Zero-Emission Fleet" to assess the feasibility of deploying battery electric buses. Based on results from that study, Metro has begun transitioning to zero emission buses, in combination with the electric trolley fleet.

## 10. OTHER AGENCY INVOLVEMENT

The State of Washington through its Department of Enterprise Services acting on behalf of the Washington State Department of Transportation (WSDOT) has put in place a contract for a consortium of Washington State transit agencies to purchase heavy duty transit buses. King County has been an active member of and participant in the Washington State Purchasing Cooperative for several years. King County Metro was a major contributor to the development of technical specifications for the WSDOT Consortium contract over the past few years.

## 11. ART ELIGIBILITY

Not Art Eligible, Fleet Procurement

**NARRATIVES** TDC BEB (260) BUD INCREM 1139328

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Moving to a fleet of battery-electric buses is an essential part of King County's strategy to combat the climate crisis and advance social equity across the County and by prioritizing the deployment of zero-emissions buses where people are disproportionately affected by pollution.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Moving to battery electric buses is a key component in Metro's strategy to support the King County Climate Actions Plan (SCAP) goals. In tandem with the electric trolley buses, battery electric buses will play a major part in achieving the green house gas reduction goals in the SCAP. Additionally, the buses support service which supports climate goals by providing alternative to driving alone.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC BATT ELEC BUS BUD 1139507

Master Project

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | TDC BATT ELEC BUS BUD |
| **Substantial Completion** | 12/31/2028 |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/21 - 01/03/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/28 | $0 | $60,877,327 | $0 | $0 | $60,877,327 |
| **5 Closeout** 01/01/29 - 01/01/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$60,877,327** | **$0** | **$0** | **$60,877,327** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $41,991,127 | $0 | $0 | $41,991,127 |
| **33118 - FED TRANSIT CAP INVEST** | $10,679,000 | $0 | $0 | $10,679,000 |
| **33436 - WA ST DEPT TRANSPORTATION** | $8,207,200 | $0 | $0 | $8,207,200 |
| **Total Revenue** | **$60,877,327** | **$0** | **$0** | **$60,877,327** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC BATT ELEC BUS BUD 1139507

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $60,877,327 | $0 | $0 | $60,877,327 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$60,877,327** | **$0** | **$0** | **$60,877,327** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $60,877,327 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$60,877,327** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $60,877,327 | $60,877,327 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$60,877,327** | **$60,877,327** | **$0** |

**NARRATIVES** TDC BATT ELEC BUS BUD 1139507

## Current Scope

Battery Electric Bus Budget - This project funds the replacement of King County Metro's existing fleet of 40-ft and 60-ft hybrid buses with battery electric buses. This project will fund twenty 40-ft and twenty 60-ft battery electric buses. The new fleet of buses will be low-floor buses with a Federal Transit Authority (FTA) service life of 12 years. The buses will be purchased from the Washington State Department of Transportation (WSDOT) Consortium contract.

## 1. PROJECT SCOPE

Battery Electric Bus Budget - This project funds the replacement of King County Metro's existing fleet of 40-ft and 60-ft hybrid buses with battery electric buses. This project will fund twenty 40-ft and twenty 60-ft battery electric buses. The new fleet of buses will be low-floor buses with a Federal Transit Authority (FTA) service life of 12 years. The buses will be purchased from the Washington State Department of Transportation (WSDOT) Consortium contract.

# Capital Appropriation Proposal



**NARRATIVES** TDC BATT ELEC BUS BUD 1139507

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project provides for the replacement of revenue service buses. This supports Metro Transit's goals of financial stewardship and maintaining assets in a state of good repair. Bus replacement is based on a fleet plan that was developed in accordance with both a service plan and the expected useful life of the asset. All new battery electric bus purchases will be low floor buses that support the Human Potential goal by being easier for passengers in mobility aid devices to enter and exit the buses. The focus on electric bus technology aligns with regional SCAP goals, as well as county and state zero emission standards and guidelines.

## 4. PROJECT BENEFITS/OUTCOMES

The replacement of diesel and hybrid buses with battery electric buses reduces fuel consumption and advances King County's commitment to low- and no-emission transit and contributes toward the Environmental Sustainability goal. Operating costs should remain flat or decrease with the replacement of hybrid-based buses with battery electric buses. The new battery electric fleet will provide improved operational economy compared to the existing fleet of hybrids and diesel buses, and accordingly will improve energy efficiency while lowering environmental impact.

## 5. BUDGET REQUEST BASIS

This request consolidates existing battery electric bus projects into a programmatic appropriation. The budget request covers the cost of 40 vehicles – all to be received in 2021. The amount of the request is based upon 60-ft & 40-ft battery electric bus pricing derived from a competitive request for proposals for transit buses issued by both the Commonwealth of Virginia, and State of Washington Department of Enterprise Services on behalf of WSDOT. The amount of the request also includes funding for the requisite capital acquisition costs associated with the purchase and placement into service of rolling stock assets. These capital acquisition costs include transit fleet procurement team costs, in-plant and post-delivery inspection of buses, after-market equipment acquisition and installation, service preparation and commissioning, training, technical publications and manuals, diagnostic equipment, special tools and project contingency.

## 6. FUNDING AND REVENUE DISCUSSION

Federal and state grant funds support this project. Remaining funds come from the Public Transportation Fund, revenue fleet sub fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Annual operating costs are recovered through operating revenue.
Year operating costs will begin: 2019

## 8. PROJECT STATUS

Manufacturing and assembly of 60-ft, and 40-ft battery electric buses is scheduled to begin in December 2020. All buses are expected to be delivered and placed into revenue service beginning with the June 2022 service change. Bus payments, factory inspection costs, post-delivery inspection costs, service preparation and commissioning costs will be incurred and paid from October 2020 through February 2022

## 9. ALTERNATIVES ANALYSIS

Alternative: Purchase Diesel Hybrid Buses – hybrid bus technology has benefited our region, industry and the climate of numerous communities in our service area since 2004 with fossil fuel as the energy source. Hybrid bus technology has been highly successful in improving regional climate conditions, lowering operating costs and improving the passenger experience. However, hybrid technology does not offer zero emission capability, nor does it take advantage of our regions abundant clean energy sources created via hydroelectric, wind and solar power. In comparison, battery electric bus technology furthers all agency, local and regional goals of transitioning to fully zero emission fleet operations.

**NARRATIVES** TDC BATT ELEC BUS BUD 1139507

## 10. OTHER AGENCY INVOLVEMENT

The State of Washington through its Department of Enterprise Services acting on behalf of the Washington State Department of Transportation (WSDOT) has put in place a contract for a consortium of Washington State transit agencies to purchase heavy duty transit buses. King County has been an active member of and participant in the Washington State Purchasing Cooperative for several years. King County Metro was a major contributor to the development of technical specifications for the WSDOT Consortium contract over the past few years. King County Metro will purchase the 40-ft battery electric buses through the WSDOT Consortium contract. The 60-ft order will be placed as part of a contract awarded to New Flyer of North America by the Commonwealth of Virginia made available to King County Metro via the FTA's Master Ordering agreement process.

## 11. ART ELIGIBILITY

Not Art Eligible, Fleet Procurement

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Battery electric buses support achieving Metro's transition to a 100% zero-emission fleet

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## TDC HYBRID BUS 5DR BRT 2023 — 1139551

| | |
|---|---|
| **Department** | METRO TRANSIT DEPARTMENT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3642 PUBLIC TRANS REVENUE FLEET CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2028 |
| **Location** | County Wide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/01/21 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 01/03/21 - 01/03/21 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/28 | $0 | $24,848,252 | $0 | $0 | $24,848,252 |
| **5 Closeout** 01/01/29 - 01/01/29 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/02/21 - 01/02/21 | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$24,848,252** | **$0** | **$0** | **$24,848,252** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $11,749,066 | $0 | $0 | $11,749,066 |
| **33118 - FED TRANSIT CAP INVEST** | $13,099,186 | $0 | $0 | $13,099,186 |
| **Total Revenue** | **$24,848,252** | **$0** | **$0** | **$24,848,252** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** TDC HYBRID BUS 5DR BRT 2023 1139551

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $24,848,252 | $0 | $24,848,252 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$24,848,252** | **$0** | **$24,848,252** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $24,848,252 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$24,848,252** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $24,848,252 | $0 | $24,848,252 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$24,848,252** | **$0** | **$24,848,252** |

**NARRATIVES** TDC HYBRID BUS 5DR BRT 2023 1139551

## Current Scope

Hybrid Bus Five Door RapidRide Bus Rapid Transit - This project funds the replacement of King County Metro's existing fleet of 60-ft hybrid buses, including the replacement of 13 five door RapidRide Buses. The new fleet of 60-ft hybrid buses will be low-floor buses with an FTA service life of 12 years.

## 1. PROJECT SCOPE

Hybrid Bus Five Door RapidRide Bus Rapid Transit - This project funds the replacement of King County Metro's existing fleet of 60-ft hybrid buses, including the replacement of 13 five door RapidRide Buses. The new fleet of 60-ft hybrid buses will be low-floor buses with an FTA service life of 12 years.

# Capital Appropriation Proposal



**NARRATIVES** TDC HYBRID BUS 5DR BRT 2023 1139551

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project provides for the replacement of revenue service buses. This supports the Transit goal of Financial Stewardship, and maintaining assets in a state of good repair. Bus replacement is based on the Fleet Plan, which is based on the service plan and the expected useful life of the asset. A low floor bus will also meet the Human Potential goals, by being easier for passengers in mobility aid devices (low floor buses use a ramp compared to the lift in the forward door on the present buses) to enter and exit the buses.

## 4. PROJECT BENEFITS/OUTCOMES

The replacement of diesel and hybrid buses with hybrid buses featuring all-electric accessories reduces fuel consumption and buses advances King County's commitment to low- and no-emission transit and contributes toward the Environmental Sustainability goal. Operating costs should remain flat or decrease with the replacement of vehicles. The new hybrid vehicles with electrically-driven accessories will provide improved fuel economy compared to the existing fleet of hybrids and diesels, and accordingly will improve energy efficiency.

## 5. BUDGET REQUEST BASIS

The budget request covers the cost of thirteen 60-foot hybrid buses The amount of the request is based upon 60-ft Hybrid bus pricing derived from a competitive request for proposals for transit buses issued by the State of Washington Department of Enterprise Services on behalf of WSDOT. The amount of the request also includes funding for the requisite capital acquisition costs associated with the purchase and placement into service of rolling stock assets. These capital acquisition costs include transit fleet procurement team costs, in-plant and post-delivery inspection of buses, after-market equipment acquisition and installation, service preparation and commissioning, training, technical publications and manuals, diagnostic equipment, special tools and project contingency.

## 6. FUNDING AND REVENUE DISCUSSION

Federal grant funds support this project. Remaining funds come from the Public Transportation Fund, revenue fleet sub fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Annual operating costs are recovered through operating revenue.
Year operating costs will begin: 2019

## 8. PROJECT STATUS

Manufacturing and assembly of the 2019 60ft hybrid buses is scheduled to begin in February 2019. All 2019 buses are expected to be delivered and placed into service for the September 2019 service change. Bus payments, factory inspection costs, post-delivery inspection costs, service preparation and commissioning costs will be incurred and paid during 2019.

## 9. ALTERNATIVES ANALYSIS

Alternative: Purchase Battery Electric Buses - The purchase of 60-ft battery electric buses as a complete fleet replacement has yet to be demonstrated as a viable alternative to hybrid buses. Testing and evaluation of the battery electric bus as an equivalent replacement for a hybrid bus is being expanded to analyze extended range battery electric buses. The timing and impact of capital decisions regarding the selection, design and construction of charging infrastructure will significantly influence the timing of the purchasing decisions for the battery electric buses as fleet replacement vehicles.

## 10. OTHER AGENCY INVOLVEMENT

The State of Washington through its Department of Enterprise Services acting on behalf of the Washington State Department of Transportation (WSDOT) has put in place a contract for a consortium of Washington State transit agencies to purchase heavy duty transit buses. King County has been an active member of and participant in the Washington State Purchasing Cooperative for several years. King County Metro was a major contributor to the development of technical specifications for the WSDOT Consortium contract over the past few years. King County Metro will purchase the 60ft hybrid buses through the WSDOT Consortium contract.

## 11. ART ELIGIBILITY

Not Art Eligible, Fleet Procurement

# Capital Appropriation Proposal



**NARRATIVES** TDC HYBRID BUS 5DR BRT 2023 1139551

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Hybrid buses provide a lower emission alternative vehicle to support Metro's operations as it transitions to a 100% zero-emission fleet.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Hybrid buses provide a lower emission alternative vehicle to support Metro's operations as it transitions to a 100% zero-emission fleet.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLMR CAO MR MASTER 1047594

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3673 CRITICAL AREAS MITIGATION |
| **Class Code** | WLMR CAO MR MASTER |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/14/13 - 12/31/26 | $9,302,645 | $539,929 | $561,742 | $584,436 | $10,988,752 |
| **2 Preliminary Design** | $4 | $0 | $0 | $0 | $4 |
| **3 Final Design** | $171,016 | $0 | $0 | $0 | $171,016 |
| **4 Implementation** | $31,621,953 | $3,638,241 | $3,559,196 | $3,540,075 | $42,359,465 |
| **5 Closeout** | $47,974 | $0 | $0 | $0 | $47,974 |
| **6 Acquisition** | $8,095,564 | $0 | $0 | $0 | $8,095,564 |
| **Total Budget** | **$49,239,156** | **$4,178,170** | **$4,120,938** | **$4,124,511** | **$61,662,775** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34497 - CAO MITIGATION FEES** | $4,178,170 | $4,120,938 | $4,124,511 | $12,423,619 |
| **Total Revenue** | **$4,178,170** | **$4,120,938** | **$4,124,511** | **$12,423,619** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** WLMR CAO MR MASTER 1047594

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $1,163,593 | $234,328 | $539,929 | $561,722 | $584,436 | $3,084,008 |
| 2 Prelim Design | $1,600,524 | $0 | $0 | $0 | $0 | $1,600,524 |
| 3 Final Design | $2,040,164 | $0 | $0 | $0 | $0 | $2,040,164 |
| 4 Implementation | $7,176,160 | $2,232,832 | $15,491,486 | $4,816,333 | $3,371,333 | $33,088,144 |
| 5 Closeout | $591,647 | $0 | $0 | $0 | $0 | $591,647 |
| 6 Acquisition | $7,128,976 | $0 | $0 | $0 | $0 | $7,128,976 |
| **Total Expense** | **$19,701,063** | **$2,467,160** | **$16,031,415** | **$5,378,055** | **$3,955,769** | **$47,533,462** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,665,444 | $1,314,073 | $9,302,645 | $1,397,921 |
| 2 Preliminary Design | $0 | $1,213,022 | $1,604,884 | $4 | $1,600,524 |
| 3 Final Design | $0 | $2,080,792 | $2,262,494 | $171,016 | $2,040,164 |
| 4 Implementation | $0 | $36,252,805 | $7,710,963 | $31,621,953 | $9,408,992 |
| 5 Closeout | $0 | $0 | $640,445 | $47,974 | $591,647 |
| 6 Acquisition | $0 | $6,027,093 | $7,133,391 | $8,095,564 | $7,128,976 |
| **Total** | **$0** | **$49,239,156** | **$20,666,250** | **$49,239,156** | **$22,168,224** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $7,904,725 | $539,929 | $539,929 | $7,904,725 |
| 2 Preliminary Design | ($1,600,520) | $0 | $0 | ($1,600,520) |
| 3 Final Design | ($1,869,147) | $0 | $0 | ($1,869,147) |
| 4 Implementation | $22,212,961 | $3,638,241 | $15,491,486 | $10,359,716 |
| 5 Closeout | ($543,673) | $0 | $0 | ($543,673) |
| 6 Acquisition | $966,588 | $0 | $0 | $966,588 |
| **Total** | **$27,070,934** | **$4,178,170** | **$16,031,415** | **$15,217,689** |

**NARRATIVES** WLMR CAO MR MASTER 1047594

## Current Scope

Critical Areas Ordinance Mitigation Reserves Master - The Critical Areas Mitigation Reserves Program Master project supports an "in-lieu-fee" compensatory mitigation program which provides a service to developers and other permittees whose projects require mitigation for impacts to aquatic resources. In lieu of completing their own mitigation, permittees can pay a mitigation fee to King County. The county then uses the fee to implement mitigation projects in places where projects will have the most benefit to the watershed in which the impact occurred. This is a master project which holds budget authority until developer fees are received and appropriate receiving sites are identified and approved through a multi-jurisdictional review team consisting of King County Department of Natural Resources, Washington State Department of Ecology, Army Corps of Engineers and local tribes.

# Capital Appropriation Proposal



**NARRATIVES** WLMR CAO MR MASTER 1047594

## 1. PROJECT SCOPE

Critical Areas Ordinance Mitigation Reserves Master - The Critical Areas Mitigation Reserves Program Master project supports an "in-lieu-fee" compensatory mitigation program which provides a service to developers and other permittees whose projects require mitigation for impacts to aquatic resources. In lieu of completing their own mitigation, permittees can pay a mitigation fee to King County. The county then uses the fee to implement mitigation projects in places where projects will have the most benefit to the watershed in which the impact occurred. This is a master project which holds budget authority until developer fees are received and appropriate receiving sites are identified and approved through a multi-jurisdictional review team consisting of King County Department of Natural Resources, Washington State Department of Ecology, Army Corps of Engineers and local tribes.

## 2. PROGRAMMATIC PROJECT DISCUSSION

The Critical Areas Ordinance Mitigation Reserves Program is an "in-lieu-fee" compensatory mitigation program which provides a service to developers and other permittees whose projects require mitigation for impacts to aquatic resources. In lieu of completing their own mitigation, permittees can pay a mitigation fee to King County. The county then uses the fee to implement mitigation projects in places where projects will have the most benefit to the watershed in which the impact occurred. This is a master project which holds budget authority until developer fees are received and appropriate receiving sites are identified and approved through a multi-jurisdictional review team consisting of King County Department of Natural Resources, Washington State Department of Ecology, Army Corps of Engineers and local tribes.

## 3. PROJECT JUSTIFICATION

The Mitigation Reserves Program was created in 2005 with the adoption of King County's Critical Areas Ordinance. The program offers developers a way to transfer mitigation obligations by paying a fee to King County in lieu of completing their own mitigation. Changes in federal mitigation rules in 2008 required King County to develop a Program Instrument, which is a guidance document consistent with the federal rules and also a contract with the US Army Corps of Engineers (Corps) and the Washington State Department of Ecology (Ecology). King County Ordinance 17254 authorized the King County Executive to sign the Program Instrument. On March 12, 2012, the Corps was the last of the three parties to sign the Program Instrument, thereby authorizing the program under the 2008 federal rules. The newly authorized program continues to offer developers a simple way to meet mitigation obligations for unavoidable impacts to aquatic resources.

## 4. PROJECT BENEFITS/OUTCOMES

The Critical Areas Ordinance Mitigation Reserves Program is an "in-lieu-fee" compensatory mitigation program which provides a service to developers and other permittees whose projects require mitigation for impacts to aquatic resources. In lieu of completing their own mitigation, permittees can pay a mitigation fee to King County. The county then uses the fee to implement mitigation projects in places where projects will have the most benefit to the watershed in which the impact occurred.

## 5. BUDGET REQUEST BASIS

The Mitigation Reserves Program (MRP) has a focus on providing ecologically superior mitigation projects that offer an option for developers with unavoidable wetland and aquatic resource impacts to pay a fee to King County in-lieu of completing their own mitigation project. MRP projects are located in important ecological areas and address watershed needs. Larger projects that provide functions more quickly are preferred because they provide greater ecological benefits. In the current budget biennium, three large projects are planned for construction with important benefits to wetlands as well as salmonids in the Green River/Duwamish Watershed and the Cedar River/Lake Washington/Sammamish Watershed.

## 6. FUNDING AND REVENUE DISCUSSION

Funding is generated by selling mitigation credits to developers with unavoidable wetland and aquatic resource impacts in-lieu of completing their own mitigation project.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing project.

**NARRATIVES** WLMR CAO MR MASTER 1047594

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

1% for Arts does not apply to Mitigation Fees received.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Open to general public.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program helps King County meet its 2015 Strategic Climate Action Plan (SCAP); the Environmental Resource mitigation and preservation projects benefit climate change response by sequestering C02 in trees and other vegetation, reducing anticipated future flooding impacts through preserving or increasing flood storage capacity, which enhances the ability of the ecosystem to adapt to changing climate.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PSB REET 1 DEBT SERVICE 1033534

| | |
|---|---|
| **Department** | COUNTY EXECUTIVE |
| **Council District(s)** | 1, 2, 3, 5, 6, 7, 8, 9 |
| **Fund** | 3681 REAL ESTATE EXCISE TX CAP |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $2,073,031 | $0 | $0 | $0 | $2,073,031 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $2,078,780 | $0 | $0 | $0 | $2,078,780 |
| **4 Implementation** | $23,041,361 | $474,800 | $2,006,000 | $4,888,000 | $30,410,161 |
| **5 Closeout** | $2 | $0 | $0 | $0 | $2 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$27,193,176** | **$474,800** | **$2,006,000** | **$4,888,000** | **$34,561,976** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39789 - CONTRIB REET #1** | $474,800 | $2,006,000 | $4,888,000 | $7,368,800 |
| **Total Revenue** | **$474,800** | **$2,006,000** | **$4,888,000** | **$7,368,800** |

### EXPENSE PSB REET 1 DEBT SERVICE 1033534

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $5,231,443 | $0 | $0 | $0 | $0 | $5,231,443 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $21,830,873 | $129,000 | $474,800 | $2,006,000 | $4,888,000 | $29,328,673 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$27,062,316** | **$129,000** | **$474,800** | **$2,006,000** | **$4,888,000** | **$34,560,116** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $5,231,443 | $2,073,031 | $5,231,443 |
| 2 Preliminary Design | $0 | $0 | $0 | $1 | $0 |
| 3 Final Design | $0 | $0 | $0 | $2,078,780 | $0 |
| 4 Implementation | $0 | $0 | $21,950,755 | $23,041,361 | $21,959,873 |
| 5 Closeout | $0 | $0 | $0 | $2 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$0** | **$27,182,198** | **$27,193,176** | **$27,191,316** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($3,158,412) | $0 | $0 | ($3,158,412) |
| 2 Preliminary Design | $1 | $0 | $0 | $1 |
| 3 Final Design | $2,078,780 | $0 | $0 | $2,078,780 |
| 4 Implementation | $1,081,488 | $474,800 | $474,800 | $1,081,488 |
| 5 Closeout | $2 | $0 | $0 | $2 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$1,860** | **$474,800** | **$474,800** | **$1,860** |

## NARRATIVES

PSB REET 1 DEBT SERVICE 1033534

### Current Scope

REET 1 Debt Service - This project is for debt service funded by REET 1.

### 1. PROJECT SCOPE

REET 1 Debt Service - This project is for debt service funded by REET 1.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This project funds debt service for the 2006 LTGO Bonds and 2011 LTGO Bonds.

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

### 6. FUNDING AND REVENUE DISCUSSION

Real Estate Excise Tax 1, is an excise tax on each sale of real property in unincorporated King County authorized by RCW 82.45. Distribution is .25% of taxable real estate sales in unincorporated King County. Revenue projections are provided by the Office of Economic and Financial Analysis

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal



**NARRATIVES** PSB REET 1 DEBT SERVICE 1033534

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

The debt service was issued for projects and acquisitions within the Parks and Recreation Division.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PSB REET 1 RSD TRANSFER 1130281

| | |
|---|---|
| **Department** | COUNTY EXECUTIVE |
| **Council District(s)** | 1, 2, 3, 5, 6, 7, 8, 9 |
| **Fund** | 3681 REAL ESTATE EXCISE TX CAP |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $8,194,000 | $6,015,000 | $3,135,000 | $2,293,000 | $19,637,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$8,194,000** | **$6,015,000** | **$3,135,000** | **$2,293,000** | **$19,637,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39789 - CONTRIB REET #1** | $6,015,000 | $3,135,000 | $2,293,000 | $11,443,000 |
| **Total Revenue** | **$6,015,000** | **$3,135,000** | **$2,293,000** | **$11,443,000** |

### EXPENSE PSB REET 1 RSD TRANSFER 1130281

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $5,680,087 | $2,513,913 | $6,015,000 | $3,135,000 | $2,293,000 | $19,637,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$5,680,087** | **$2,513,913** | **$6,015,000** | **$3,135,000** | **$2,293,000** | **$19,637,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $6,565,076 | $8,194,000 | $8,194,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$6,565,076** | **$8,194,000** | **$8,194,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $6,015,000 | $6,015,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,015,000** | **$6,015,000** | **$0** |

## NARRATIVES

PSB REET 1 RSD TRANSFER 1130281

### Current Scope

REET 1 Transfer to Roads Capital - This project transfers REET 1 proceeds to the Road Capital Fund.

### 1. PROJECT SCOPE

REET 1 Transfer to Roads Capital - This project transfers REET 1 proceeds to the Road Capital Fund.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This project was created to transfer funding for Roads Capital projects, consistent with RCW 82.46.010, in 2017-2018 on a reimbursable basis

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project allows REET to transfer funding to Roads to support capital projects in the unincorporated area right of way.

### 6. FUNDING AND REVENUE DISCUSSION

Real Estate Excise Tax 1, is an excise tax on each sale of real property in unincorporated King County authorized by RCW 82.45. Distribution is .25% of taxable real estate sales in unincorporated King County. Revenue projections are provided by the Office of Economic and Financial Analysis.

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** PSB REET 1 RSD TRANSFER 1130281

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Road Services Division will receive reimbursement for eligible capital projects.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PSB Transfer REET 1 to Parks 1134866

| | |
|---|---|
| **Department** | COUNTY EXECUTIVE |
| **Council District(s)** | 1, 2, 3, 5, 6, 7, 8, 9 |
| **Fund** | 3681 REAL ESTATE EXCISE TX CAP |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Various |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $12,007,000 | $6,803,200 | $11,093,000 | $8,109,000 | $38,012,200 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$12,007,000** | **$6,803,200** | **$11,093,000** | **$8,109,000** | **$38,012,200** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39789 - CONTRIB REET #1** | $6,803,200 | $11,093,000 | $8,109,000 | $26,005,200 |
| **Total Revenue** | **$6,803,200** | **$11,093,000** | **$8,109,000** | **$26,005,200** |

### EXPENSE PSB Transfer REET 1 to Parks 1134866

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,838,575 | $609,366 | $6,803,200 | $11,093,000 | $8,109,000 | $28,453,141 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,838,575** | **$609,366** | **$6,803,200** | **$11,093,000** | **$8,109,000** | **$28,453,141** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $2,447,941 | $12,007,000 | $2,447,941 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$2,447,941** | **$12,007,000** | **$2,447,941** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $9,559,059 | $6,803,200 | $6,803,200 | $9,559,059 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$9,559,059** | **$6,803,200** | **$6,803,200** | **$9,559,059** |

## NARRATIVES

PSB Transfer REET 1 to Parks 1134866

### Current Scope

REET 1 Transfer to Parks - This project transfers Real Estate Excise Tax 1 proceeds to support the Parks Capital program.

### 1. PROJECT SCOPE

REET 1 Transfer to Parks - This project transfers Real Estate Excise Tax 1 proceeds to support the Parks Capital program.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This project funds projects in the Parks Capital Program consistent with RCW 82.46.010 and King County Code 4A.200.580.

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project allows REET to transfer funds to Parks to support capital projects in the unincorporated King County.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal



**NARRATIVES** PSB Transfer REET 1 to Parks 1134866

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

Funds will be used to reimburse DNRP parks for capital project costs in the UKC.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PSB REET 2 DEBT SERVICE 1033539

Art Eligible

| | |
|---|---|
| **Department** | COUNTY EXECUTIVE |
| **Council District(s)** | |
| **Fund** | 3682 REAL ESTATE EXCISE TX 2 |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $542,250 | $0 | $0 | $0 | $542,250 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $1 | $0 | $0 | $0 | $1 |
| **4 Implementation** | $9,909,640 | $2,508,000 | $3,010,000 | $3,013,000 | $18,440,640 |
| **5 Closeout** | $2 | $0 | $0 | $0 | $2 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$10,451,895** | **$2,508,000** | **$3,010,000** | **$3,013,000** | **$18,982,895** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31735 - REET 2 2ND 1 4** | $2,508,000 | $3,010,000 | $3,013,000 | $8,531,000 |
| **Total Revenue** | **$2,508,000** | **$3,010,000** | **$3,013,000** | **$8,531,000** |

### EXPENSE PSB REET 2 DEBT SERVICE 1033539

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $2,164,938 | $0 | $0 | $0 | $0 | $2,164,938 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $6,148,723 | $1,218,500 | $2,508,000 | $3,010,000 | $3,013,000 | $15,898,223 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$8,313,661** | **$1,218,500** | **$2,508,000** | **$3,010,000** | **$3,013,000** | **$18,063,161** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $2,164,938 | $542,250 | $2,164,938 |
| 2 Preliminary Design | $0 | $0 | $0 | $1 | $0 |
| 3 Final Design | $0 | $0 | $0 | $1 | $0 |
| 4 Implementation | $0 | $0 | $6,444,568 | $9,909,640 | $7,367,223 |
| 5 Closeout | $0 | $0 | $0 | $2 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$0** | **$8,609,506** | **$10,451,895** | **$9,532,161** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,622,688) | $0 | $0 | ($1,622,688) |
| 2 Preliminary Design | $1 | $0 | $0 | $1 |
| 3 Final Design | $1 | $0 | $0 | $1 |
| 4 Implementation | $2,542,417 | $2,508,000 | $2,508,000 | $2,542,417 |
| 5 Closeout | $2 | $0 | $0 | $2 |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$919,734** | **$2,508,000** | **$2,508,000** | **$919,734** |

## NARRATIVES

PSB REET 2 DEBT SERVICE 1033539

### Current Scope

REET Transfer to Debt Service to fund ongoing debt service for the Parks Central Maintenance facility

### 1. PROJECT SCOPE

REET Transfer to Debt Service to fund ongoing debt service for the Parks Central Maintenance facility

### 2. PROGRAMMATIC PROJECT DISCUSSION

Budget is needed to pay the proposed debt service of $24M over 20 years

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Based on debt service schedule from the 2019 Various Purpose bond sale.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** PSB REET 2 DEBT SERVICE 1033539

## 8. PROJECT STATUS

N/A

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

DNRP/Parks facility

## 11. ART ELIGIBILITY

Administrative transfer to pay for debt service

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## PSB REET2 TRANSFER TO PARKS 1134869

| | |
|---|---|
| **Department** | COUNTY EXECUTIVE |
| **Council District(s)** | 1, 2, 3, 5, 6, 7, 8, 9 |
| **Fund** | 3682 REAL ESTATE EXCISE TX 2 |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $19,218,000 | $10,809,000 | $13,224,000 | $12,277,000 | $55,528,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$19,218,000** | **$10,809,000** | **$13,224,000** | **$12,277,000** | **$55,528,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31735 - REET 2 2ND 1 4** | $10,809,000 | $13,224,000 | $12,277,000 | $36,310,000 |
| **Total Revenue** | **$10,809,000** | **$13,224,000** | **$12,277,000** | **$36,310,000** |

### EXPENSE PSB REET2 TRANSFER TO PARKS 1134869

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $973,965 | $3,833,205 | $10,809,000 | $13,224,000 | $12,277,000 | $41,117,170 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$973,965** | **$3,833,205** | **$10,809,000** | **$13,224,000** | **$12,277,000** | **$41,117,170** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $2,037,311 | $19,218,000 | $4,807,170 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$2,037,311** | **$19,218,000** | **$4,807,170** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $14,410,830 | $10,809,000 | $10,809,000 | $14,410,830 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$14,410,830** | **$10,809,000** | **$10,809,000** | **$14,410,830** |

## NARRATIVES

PSB REET2 TRANSFER TO PARKS 1134869

### Current Scope

REET 2 Transfer to Parks - this project transfers REET2 funds to the various Parks funds for REET 2 funded projects.

### 1. PROJECT SCOPE

REET 2 Transfer to Parks - this project transfers REET2 funds to the various Parks funds for REET 2 funded projects.

### 2. PROGRAMMATIC PROJECT DISCUSSION

This project funds projects in the Parks Capital Program consistent with RCW 82.46.010 and King County Code 4A.200.580.

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Based on available funding from the August 2020 OEFA Forecast for Real Estate Excise Tax revenue.

### 6. FUNDING AND REVENUE DISCUSSION

This project includes revenues based on the OEFA August 2020 for 2021-2022 REET revenues.

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal



**NARRATIVES** PSB REET2 TRANSFER TO PARKS 1134869

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

Transfer to the Parks Capital program

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLTD TDR BANK 1033971

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3691 TRNSF OF DEV CREDIT PROG |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $52,269 | $0 | $0 | $0 | $52,269 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/01 - 12/31/18 | $52,289,055 | $2,653,689 | $3,927,578 | $2,400,412 | $61,270,734 |
| **Total Budget** | **$52,341,324** | **$2,653,689** | **$3,927,578** | **$2,400,412** | **$61,323,003** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34497 - CAO MITIGATION FEES** | $2,653,689 | $3,927,578 | $2,400,412 | $8,981,679 |
| **Total Revenue** | **$2,653,689** | **$3,927,578** | **$2,400,412** | **$8,981,679** |

### EXPENSE WLTD TDR BANK 1033971

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,724,496 | $0 | $0 | $0 | $0 | $1,724,496 |
| **2 Prelim Design** | $774 | $0 | $0 | $0 | $0 | $774 |
| **3 Final Design** | $24,393 | $0 | $0 | $0 | $0 | $24,393 |
| **4 Implementation** | $6,354 | $0 | $0 | $0 | $0 | $6,354 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $13,253,698 | $9,024,195 | $15,545,299 | $9,230,000 | $3,184,000 | $50,237,192 |
| **Total Expense** | **$15,009,715** | **$9,024,195** | **$15,545,299** | **$9,230,000** | **$3,184,000** | **$51,993,209** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,724,496 | $1,724,496 | $52,269 | $1,724,496 |
| 2 Preliminary Design | $0 | $774 | $774 | $0 | $774 |
| 3 Final Design | $0 | $24,393 | $30,828 | $0 | $24,393 |
| 4 Implementation | $0 | $23,775,766 | $6,354 | $0 | $6,354 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $51,979,937 | $14,131,522 | $52,289,055 | $22,277,893 |
| **Total** | **$0** | **$77,505,366** | **$15,893,974** | **$52,341,324** | **$24,033,910** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,672,227) | $0 | $0 | ($1,672,227) |
| 2 Preliminary Design | ($774) | $0 | $0 | ($774) |
| 3 Final Design | ($24,393) | $0 | $0 | ($24,393) |
| 4 Implementation | ($6,354) | $0 | $0 | ($6,354) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $30,011,162 | $2,653,689 | $15,545,299 | $17,119,552 |
| **Total** | **$28,307,414** | **$2,653,689** | **$15,545,299** | **$15,415,804** |

## NARRATIVES

WLTD TDR BANK 1033971

### Current Scope

Transfer of Development Rights Bank - The Transfer of Development Rights (TDR) Bank project acts as a revolving fund to accomplish land preservation through the buying. holding, and selling of Development Rights authorized by the TDR Program in King County Code 21A.37. Revenues are received from the sale of TDR credits to developers.

### 1. PROJECT SCOPE

Transfer of Development Rights Bank - The Transfer of Development Rights (TDR) Bank project acts as a revolving fund to accomplish land preservation through the buying. holding, and selling of Development Rights authorized by the TDR Program in King County Code 21A.37. Revenues are received from the sale of TDR credits to developers.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

The Transfer of Development Rights (TDR) program is a market-based system to transfer growth potential from rural and resource lands to urban areas where infrastructure exists to support new growth. Rural landowners realize economic return through the sale of transferable development rights (TDRs) either to King County or to private developers. When King County buys and sells the TDRs, the benefits are twofold: the land generating the TDRs is permanently protected, and King County can use the revenue from the sale of TDRs for additional land protection.

### 4. PROJECT BENEFITS/OUTCOMES

The Transfer of Development Rights (TDR) program operates under King County Code 4A.200.730 to permanently protect rural and resource lands in King County and to transfer, through the sale of transferable development rights (TDRs), the development potential removed from conservation sites (typically farm and forest lands) to urban areas where infrastructure can accommodate higher density development.

# Capital Appropriation Proposal



**NARRATIVES** WLTD TDR BANK 1033971

## 5. BUDGET REQUEST BASIS

The Transfer of Development Rights (TDR) program operates under King County Code 4A.200.730 to permanently protect rural and resource lands in King County, and to transfer– through the sale of transferable development rights (TDRs)– the development potential removed from conservation sites (typically farm and forest lands) to urban areas where infrastructure can accommodate higher density development. Revenues from sale of TDRs are used to pay for future conservation acquisitions, which are determined in close coordination with program staff in the Agriculture and Forest Incentives Program (which includes the voter-approved Farmland Protection Program) and planning staff ir Water and Land Resources and Parks and Recreation Divisions. These prioritization decisions are based on conservation values, risk of conversion, and known opportunity. This budget request will fund farmland acquisitions in the Snoqualmie, Enumclaw, and Green APD's, as well as several Vashon farms.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by revenues from selling Development Rights authorized by the TDR Program in King County Code 21A.37.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing.

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

The project is related to the sale of real estate development credits

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Open to general public.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The Transfer of Development Rights (TDR) program helps King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years by (1) permanently conserving remaining high-priority farm, forest, and other open spaces and (2) by redirecting growth into urban areas. Climate change response benefits of protecting open space through TDR include the capture of C02 emissions in trees and other site vegetation, reducing anticipated future flooding impacts through preserving or increasing flood storage capacity, and providing a vast network of contiguous protected forest to increase the ability of the ecosystem to adapt to changing climate. Focusing growth in urban areas reduces the need for infrastructure in rural and resource areas, and reduces vehicle miles traveled by concentrating new residential and commercial growth near urban centers with transit options.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** WLTD TDR BANK 1033971

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## WLTD TDR PROGRAM SUPPORT 1033976

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3691 TRNSF OF DEV CREDIT PROG |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Not Applicable |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/13 - 12/31/20 | $667,142 | $0 | $0 | $0 | $667,142 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $160,037 | $0 | $0 | $0 | $160,037 |
| **4 Implementation** | $1,051,326 | $646,311 | $672,422 | $699,588 | $3,069,647 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $157,969 | $0 | $0 | $0 | $157,969 |
| **Total Budget** | **$2,036,474** | **$646,311** | **$672,422** | **$699,588** | **$4,054,795** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34497 - CAO MITIGATION FEES** | $646,311 | $672,422 | $699,588 | $2,018,321 |
| **Total Revenue** | **$646,311** | **$672,422** | **$699,588** | **$2,018,321** |

### EXPENSE WLTD TDR PROGRAM SUPPORT 1033976

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $41,093 | $0 | $0 | $0 | $0 | $41,093 |
| **2 Prelim Design** | $65,633 | $0 | $0 | $0 | $0 | $65,633 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $36 | $249,573 | $646,311 | $672,422 | $699,588 | $2,267,930 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $1,148,471 | $0 | $0 | $0 | $0 | $1,148,471 |
| **Total Expense** | **$1,255,232** | **$249,573** | **$646,311** | **$672,422** | **$699,588** | **$3,523,126** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $41,093 | $41,093 | $667,142 | $41,093 |
| 2 Preliminary Design | $0 | $65,633 | $65,633 | $0 | $65,633 |
| 3 Final Design | $0 | $0 | $0 | $160,037 | $0 |
| 4 Implementation | $0 | $2,495,828 | $36 | $1,051,326 | $249,609 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $1,148,471 | $1,247,211 | $157,969 | $1,148,471 |
| **Total** | **$0** | **$3,751,025** | **$1,353,973** | **$2,036,474** | **$1,504,806** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $626,049 | $0 | $0 | $626,049 |
| 2 Preliminary Design | ($65,633) | $0 | $0 | ($65,633) |
| 3 Final Design | $160,037 | $0 | $0 | $160,037 |
| 4 Implementation | $801,717 | $646,311 | $646,311 | $801,717 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | ($990,502) | $0 | $0 | ($990,502) |
| **Total** | **$531,668** | **$646,311** | **$646,311** | **$531,668** |

## NARRATIVES

WLTD TDR PROGRAM SUPPORT 1033976

### Current Scope

Transfer of Development Rights (TDR) Program Support - The Transfer of Development Rights (TDR) Program Support project provides for on-going administrative support to the Transfer Development Rights (TDR) Program. This includes marketing, negotiating and developing new Transfer Development Rights partnership agreements with cities, acquisition of development rights from open space lands, review of grant reimbursement requests from jurisdictions, grant management and the review and preparation of legislation and other land acquisition related support.

### 1. PROJECT SCOPE

Transfer of Development Rights (TDR) Program Support - The Transfer of Development Rights (TDR) Program Support project provides for on-going administrative support to the Transfer Development Rights (TDR) Program. This includes marketing, negotiating and developing new Transfer Development Rights partnership agreements with cities, acquisition of development rights from open space lands, review of grant reimbursement requests from jurisdictions, grant management and the review and preparation of legislation and other land acquisition related support.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

Provides operation of the Transfer of Development Rights (TDR) Program in accordance with ordinance 13733.

### 4. PROJECT BENEFITS/OUTCOMES

This project supports the Transfer of Development Rights (TDR) program which operates under King County Code 4A.200.730 to permanently protect rural and resource lands in King County and to transfer, through the sale of transferable development rights (TDRs), the development potential removed from conservation sites (typically farm and forest lands) to urban areas where infrastructure can accommodate higher density development.

# Capital Appropriation Proposal



**NARRATIVES** WLTD TDR PROGRAM SUPPORT 1033976

## 5. BUDGET REQUEST BASIS

This project provides for on-going administrative support to the Transfer of Development Rights Program. This includes marketing, negotiating and developing new Transfer Development Rights partnership agreements with cities, acquisition of development rights from open space lands, review of grant reimbursement requests from jurisdictions, grant management and the review and preparation of legislation and other land acquisition related support.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded by revenues from selling Development Rights authorized by the TDR Program in K.C.C. 21A.37.

## 7. OPERATING BUDGET AND OTHER IMPACTS

No operating impact.

## 8. PROJECT STATUS

Ongoing.

## 9. ALTERNATIVES ANALYSIS

Alternatives considered are: Single Alternative.

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

Programmatic and administrative costs only

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The Transfer of Development Rights (TDR) program helps King County meet its 2015 Strategic Climate Action Plan (SCAP) goals within 30 years by (1) permanently conserving remaining high-priority farm, forest, and other open spaces and (2) by redirecting growth into urban areas. Climate change response benefits of protecting open space through TDR include the capture of C02 emissions in trees and other site vegetation, reducing anticipated future flooding impacts through preserving or increasing flood storage capacity, and providing a vast network of contiguous protected forest to increase the ability of the ecosystem to adapt to changing climate. Focusing growth in urban areas reduces the need for infrastructure in rural and resource areas, and reduces vehicle miles traveled by concentrating new residential and commercial growth near urban centers with transit options.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** WLTD TDR PROGRAM SUPPORT 1033976

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DLS SKYWAY COMMUNITY CENTER 1139843

Art Eligible

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 2 |
| **Fund** | 3760 UNINCORP KING COUNTY CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Skyway |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $10,000,000 | $0 | $0 | $10,000,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$10,000,000** | **$0** | **$0** | **$10,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39755 - CONTRIB GO BONDS** | $10,000,000 | $0 | $0 | $10,000,000 |
| **Total Revenue** | **$10,000,000** | **$0** | **$0** | **$10,000,000** |

### EXPENSE DLS SKYWAY COMMUNITY CENTER 1139843

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $2,000,000 | $8,000,000 | $0 | $10,000,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,000,000** | **$8,000,000** | **$0** | **$10,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $10,000,000 | $2,000,000 | $8,000,000 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$10,000,000** | **$2,000,000** | **$8,000,000** |

## NARRATIVES

DLS SKYWAY COMMUNITY CENTER 1139843

### Current Scope

DLS Skyway Community Center - This project will be used to explore options for the development of a community center in Skyway/West Hill, and potentially provide resources for alternative development and project design. This is a longstanding need articulated by multiple community groups, and these funds will enable the County to act as a project convener and organizer within the community.

### 1. PROJECT SCOPE

DLS Skyway Community Center - This project will be used to explore options for the development of a community center in Skyway/West Hill, and potentially provide resources for alternative development and project design. This is a longstanding need articulated by multiple community groups, and these funds will enable the County to act as a project convener and organizer within the community.

### 2. PROGRAMMATIC PROJECT DISCUSSION

N/A

### 3. PROJECT JUSTIFICATION

A community center is a long-standing need in Skyway, articulated in the Skyway West Hill Action Plan (SWAP), the Skyway Solutions Community Center Feasibility Study, and in numerous community comments received during the Skyway Sub-Area Plan outreach process. In response to a Council Budget Proviso, as part of the Skyway Sub-Area Plan the Department of Local Services, in collaboration with the Department of Natural Resources and Parks, updated the Skyway Solutions community center feasibility study– providing updated cost estimates for construction and some costs excluded from the original study.

Ordinance 19146 adopted King County's comprehensive plan and included a requirement for the Department of Local Services to develop community needs lists with each of the community service areas and potential annexation areas. Skyway/West Hill requested the County help with a community center in 2015, during the development of the Skyway West Hill Area Plan. This request is still at the top of the community's list of priorities and County commitment to further this request will assist in rebuilding the community's trust in the County's ability to listen and respond to community needs.

# Capital Appropriation Proposal



**NARRATIVES** DLS SKYWAY COMMUNITY CENTER 1139843

## 4. PROJECT BENEFITS/OUTCOMES

This appropriation will allow the County to facilitate a process to move the vision of a community center from concept to design, and lay the foundation for ultimate development of a facility that has been long sought by this community. Moreover, it will demonstrate to the community that the County is committed to delivering tangible investments in long-underserved communities, that are responsive to the long-stated needs and desires of those communities.

## 5. BUDGET REQUEST BASIS

This appropriation request will be used for initial feasibility for the development of a community center in Skyway. This funding will be used for activities including, but not limited to a refined feasibility study, acquisition, and design of a community center; or as a contribution to a partner to undertake these activities.
As part of feasibility and design work, the County, in collaboration with community partners, will determine the scale and scope of a proposed community center, key partners, and identify a long-term operating partner for the community center. At this time, the Department of Parks and Natural Resources is not developing or operating new community centers.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded using new bond financing, the debt service is backed by the General Fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

The department will consider operating impacts as part of the alternatives analysis. It is not currently funded in the county's budget to operate a new community center.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

The department, working with the community, will be exploring the various alternatives available to develop a community center into the Skyway. These alternatives could include acquisition of land and new construction, new construction on a county owned parcel, acquisition and remodel of a vacant building or construction of a new facility through a partnership. Partnerships could include other mixed-use development, affordable housing, co-location with other athletic enterprises (e.g. Boys and Girls Club, YMCA/YWCA, etc.), etc.

## 10. OTHER AGENCY INVOLVEMENT

The Facilities Management Division and Office of Equity and Social Justice will be consulted regularly as part of the process and development of this project.

## 11. ART ELIGIBILITY

This project will be art eligible. This project is over $10M and is early in the process, DLS will consult with 4Culture on an agreement on when/how to transfer the funds once it is determined whether this will be a county led project or will be developed through partnership.

# Capital Appropriation Proposal



**NARRATIVES** DLS SKYWAY COMMUNITY CENTER 1139843

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Skyway is an urban unincorporated area, identified as a Potential Annexation Area to the City of Renton, but has never been annexed to the City. At this time there is no movement within the community or the City of Renton to seek annexation.

Historically, institutional policies limiting investment in potential annexation areas and other policies have led to this community being underserved. The population is made up of almost 75% people of color and the median annual household income of less than the regional average at roughly $67k (2017 figures). The community, through several community groups and engagement with the County, has shown ongoing interest in having a local community center for its residents.

This CIP program contributes to Goal 2 in the Facility and System Improvement area because it is informed by historic and existing inequities and will contribute to improved community conditions. The community currently has a very basic community center on school property, which is neither accessible to all residents nor provides programming for community members. There is no other indoor location in Skyway where residents can gather in a public space to discuss community issues nor provide or participate in programming that assists youth or seniors.

GOAL 3 in the Plans, Policy, and Budget's area recommends that there be County funding that is allocated using a participatory budgeting process. This project will use a community-driven ideation and a participatory budgeting process.

Ongoing county engagement within Skyway over the past two years, has yielded improved community dialogue and some optimism within the community that long-standing policies of under-investment in potential annexation areas, particularly Skyway, have truly come to an end under this Executive's administration. This investment will be a first significant step in demonstrating to the broader Skyway community, but particularly communities of color in Skyway, that the County is committed to improving services in this long neglected corner of the County.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DLS URBAN UKC INVEST 1139844

Art Eligible

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 2, 7, 8 |
| **Fund** | 3760 UNINCORP KING COUNTY CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $10,000,000 | $0 | $0 | $10,000,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$10,000,000** | **$0** | **$0** | **$10,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39755 - CONTRIB GO BONDS** | $10,000,000 | $0 | $0 | $10,000,000 |
| **Total Revenue** | **$10,000,000** | **$0** | **$0** | **$10,000,000** |

### EXPENSE DLS URBAN UKC INVEST 1139844

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $5,000,000 | $5,000,000 | $0 | $10,000,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$5,000,000** | **$5,000,000** | **$0** | **$10,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $10,000,000 | $5,000,000 | $5,000,000 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$10,000,000** | **$5,000,000** | **$5,000,000** |

## NARRATIVES

DLS URBAN UKC INVEST 1139844

### Current Scope

DLS Urban Unincorporated King County Investments - This project will make investments in urban unincorporated King County through a community-driven decision-making process informed by the community needs lists.

### 1. PROJECT SCOPE

DLS Urban Unincorporated King County Investments - This project will make investments in urban unincorporated King County through a community-driven decision-making process informed by the community needs lists.

### 2. PROGRAMMATIC PROJECT DISCUSSION

Specific investments are not yet determined.

### 3. PROJECT JUSTIFICATION

Ordinance 19146 adopted King County's comprehensive plan and included a requirement for the Department of Local Services to develop community needs lists with each of the community service areas and potential annexation areas. The action items on the community needs lists will be prioritized by County agencies to align with agency and Executive priorities and used to inform agency budgets. This fund gives communities the ability to prioritize the actions on their needs lists and invest in those projects that are most meaningful to them. It also shows the community that the County is actively working with urban unincorporated King County communities to right the impacts of the historical, institutional policies that limited investment in potential annexation areas. The populations in urban unincorporated King County have significantly more people of color than rural areas, ranging from almost 35-75% compared to 8%-28% in the rural areas.

### 4. PROJECT BENEFITS/OUTCOMES

The fund will provide significant value to typically underserved urban unincorporated King County communities by directly addressing the concerns of highest priority to the community. Local Services has spent the past two years listening to community and building trust. The fund allows the department to improve customer service, taking action based on community decision making and investing in much needed community infrastructure projects.

**NARRATIVES** DLS URBAN UKC INVEST 1139844

## 5. BUDGET REQUEST BASIS

This pool of funds will be disbursed based on community recommendations to address priority needs on the community needs lists. The projects may be performed by other County agencies (if applicable) or through contracts with partners.

## 6. FUNDING AND REVENUE DISCUSSION

This project is funded using bond financing, the debt service is backed by the General Fund.

## 7. OPERATING BUDGET AND OTHER IMPACTS

The department will determine if there are operating impacts of any of the future proposed investments as proposals are developed. These costs will be considered as part of the prioritization process. Local Services will work with the community and partners to mitigate operating impacts, as needed.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

This community needs process will list potential investments. The community will then determine which investments to prioritize. When applicable, those individual projects will consider alternatives. It is too early in the process to discuss alternatives.

## 10. OTHER AGENCY INVOLVEMENT

The Office of Equity and Social Justice will be consulted regularly as part of this process. County agencies will be involved, as needed, if items on the needs list fall within their purview. E.g. if a community wished to have a mobile health clinic, Public Health, Seattle & King County would be asked to participate in the discussion; if a community wished to improve an otherwise safe, but unattractive intersection, the Road Services Division would be asked to participate in the discussion.

## 11. ART ELIGIBILITY

Art eligibility will be determined after the project list is created.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Historically institutional policies limiting investment in potential annexation areas and other policies have led to King County's urban unincorporated areas of the county being underserved. These communities have also been disproportionately impacted by institutional racism. Their populations have more people of color than rural unincorporated areas and their household incomes are significantly lower.

This program contributes to Goal 2 in the Facility and System Improvement area because it is informed by historic and existing inequities and will contribute to improved community conditions. The communities will decide for themselves which action items on their needs lists are their highest priorities. The County will work with them to help implement those highest priorities.

GOAL 3 in the Plans, Policy, and Budget's area recommends that there be County funding that is allocated using a participatory budgeting process. This fund will use a community-driven decision-making and budgeting process.

Ongoing county engagement, within several of the urban unincorporated areas over the past two years, has yielded improved community dialogue and some optimism within the communities that long-standing policies of under-investment in potential annexation areas, particularly Skyway and White Center, have truly come to an end under this Executive's administration. This investment will be a significant step in demonstrating to the broader urban communities, and particularly communities of color in Skyway and White Center, that the County is committed to improving services in these long-neglected corners of the County.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

**NARRATIVES** DLS URBAN UKC INVEST 1139844

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The Skyway/West Hill and North Highline community needs lists are under development and are in the 'catalog of requests' phase, developed using previous community engagement. These two needs lists are estimated to be complete and prioritized by the end of 2021, in concert with the subarea plans for both areas. The needs lists for the other urban areas are also expected to complete by the end of 2021, but the community engagement required to develop them will not formally begin until late 2020.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## KCDC Unified CMS 1124157

IT Project, Art Eligible

| | |
|---|---|
| **Department** | DISTRICT COURT |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3771 OIRM CAPITAL PROJECTS |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2021 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $3,146,246 | $0 | $0 | $0 | $3,146,246 |
| **4 Implementation** | $7,660,242 | ($775,000) | $0 | $0 | $6,885,242 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$10,806,488** | **($775,000)** | **$0** | **$0** | **$10,031,488** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39199 - DEBT PROCEEDS TRANSFER** | ($775,000) | $0 | $0 | ($775,000) |
| **Total Revenue** | **($775,000)** | **$0** | **$0** | **($775,000)** |

### EXPENSE KCDC Unified CMS 1124157

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $760,276 | $0 | $0 | $0 | $0 | $760,276 |
| **2 Prelim Design** | $35,469 | $0 | $0 | $0 | $0 | $35,469 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $4,121,862 | $1,500,000 | $3,604,000 | $0 | $0 | $9,225,862 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$4,917,607** | **$1,500,000** | **$3,604,000** | **$0** | **$0** | **$10,021,607** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $760,276 | $0 | $760,276 |
| 2 Preliminary Design | $0 | $0 | $35,469 | $0 | $35,469 |
| 3 Final Design | $0 | $0 | $0 | $3,146,246 | $0 |
| 4 Implementation | $0 | $0 | $4,599,470 | $7,660,242 | $5,621,862 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$5,395,215** | **$10,806,488** | **$6,417,607** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($760,276) | $0 | $0 | ($760,276) |
| 2 Preliminary Design | ($35,469) | $0 | $0 | ($35,469) |
| 3 Final Design | $3,146,246 | $0 | $0 | $3,146,246 |
| 4 Implementation | $2,038,380 | ($775,000) | $3,604,000 | ($2,340,620) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$4,388,881** | **($775,000)** | **$3,604,000** | **$9,881** |

## NARRATIVES

KCDC Unified CMS 1124157

### Current Scope

King County District Court (KCDC) Unified Case Management System (CMS) - The KCDC Unified Case Management System will put in place a modern technology to manage cases in a more efficient way and allow District Court to provide new services to the public. In an effort to eliminate the need for duplicate data entry and to protect public safety, KCDC will work collaboratively with the Administrative Office of the Courts (AOC) in the development and implementation of the AOC INH-EDE solution to send and accept court data. The new system will be implemented at all KCDC court locations.

### 1. PROJECT SCOPE

King County District Court (KCDC) Unified Case Management System (CMS) - The KCDC Unified Case Management System will put in place a modern technology to manage cases in a more efficient way and allow District Court to provide new services to the public. In an effort to eliminate the need for duplicate data entry and to protect public safety, KCDC will work collaboratively with the Administrative Office of the Courts (AOC) in the development and implementation of the AOC INH-EDE solution to send and accept court data. The new system will be implemented at all KCDC court locations.

### 2. PROGRAMMATIC PROJECT DISCUSSION

n/a

### 3. PROJECT JUSTIFICATION

King County District Court (KCDC) is using the outdated statewide JIS system with limited integration to internal standalone court systems and virtually no integration with systems of other law and justice agencies statewide (including our partner contract cities). Due to our current system's major insufficiencies, King County District Court faces daily challenges operating on multiple stand-alone systems requiring repetitive and duplicate data entry points. The following issues and challenges in King County District Court's current case management system create disjointed and challenging internal operations that require clerks to rework the same tasks. The result is increased errors and processing time which in turn increases the cost of the work and drastically reduces its reliability.

**NARRATIVES** KCDC Unified CMS 1124157

## 4. PROJECT BENEFITS/OUTCOMES

Through new enhanced electronic access to court records, the court will be able to offer the following new or expanded benefits to the public:
- With the implementation of the new case management system, people will be able to file their court documents any day, any time and from anywhere.
- Parties will be able to opt in to receive text or email based hearing notices in addition to the paper notices required by statute.
- Fewer people will be sent to collections.
- Information from Courtroom will be accessible to the public same day.

A new case management system will allow us to completely redesign our current work processes that are hampered by the old technology and limited ability to integrate with other County or City criminal justice agencies. We will be able to move to a streamlined and fully integrated workflow process that ensures:
- Better Utilization of Court Staff
- Complete Law and Justice Information Immediately Available to Judge and Clerk
- Accurately Determine Value of Court Programs
- Maximize System Uptime

The new case management system will replace the Court's reliance on JIS and upgrade the secondary programs to be better integrated with the system as a whole and will provide both improved reporting and monitoring capabilities. An improved reporting and data collection system will enable King County District Court to provide quality control and meet its fiduciary responsibility to the public. The new case management system will have the capability to calculate speedy-trial and reconfigure the timeline whenever waivers are filed or warrants are issued. These automated calculations will provide an essential safeguard to ensure a timely resolution of all cases.

## 5. BUDGET REQUEST BASIS

This amount of disappropriation represents a planned underexpenditure in response to a target budget reduction set for the District Court. No service level reductions are anticipated due to this reduction.

## 6. FUNDING AND REVENUE DISCUSSION

This project is primarily bond-funded. So far, $9M has been received in bond proceeds. The project also has had $594k in TCIA grant funding and $517k in contract city technology funds.

## 7. OPERATING BUDGET AND OTHER IMPACTS

District Court anticipates a reduction in clerks due to expected efficiencies to be gained through the new technology.

## 8. PROJECT STATUS

Phase 1 of the KCDC new CMS project was successfully delivered on 10/30/17, which included "Civil Phase 1" case types with data conversion, stand-alone eProbation, eFiling capabilities, and a new public Web portal. The project is focused on Phase 2 of the new CMS for "Civil Phase 2", "Infractions", and "Criminal" case types with data conversion, integration between eCourt and eProbation, and integration with AOC's EDR. This phase will be deployed to all KCDC locations. Phase 2 of the project is scheduled to go live November 2020. We are targeting to implement Phases 3 & 4 by December 2021.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

**NARRATIVES** KCDC Unified CMS 1124157

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

n/a

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## KCIT DSS REPLACEMENT 1047605

| | |
|---|---|
| **Department** | INFORMATION TECHNOLOGY |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3781 ITS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $6,690,469 | $800,000 | $0 | $0 | $7,490,469 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$6,690,469** | **$800,000** | **$0** | **$0** | **$7,490,469** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39753 - CONTRIB ITS** | $800,000 | $0 | $0 | $800,000 |
| **Total Revenue** | **$800,000** | **$0** | **$0** | **$800,000** |

### EXPENSE KCIT DSS REPLACEMENT 1047605

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,429,660 | $0 | $0 | $0 | $0 | $1,429,660 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,833,464 | $2,427,345 | $800,000 | $0 | $0 | $6,060,809 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$4,263,124** | **$2,427,345** | **$800,000** | **$0** | **$0** | **$7,490,469** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,429,660 | $0 | $1,429,660 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $3,359,360 | $6,690,469 | $5,260,809 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$4,789,020** | **$6,690,469** | **$6,690,469** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($1,429,660) | $0 | $0 | ($1,429,660) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,429,660 | $800,000 | $800,000 | $1,429,660 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$800,000** | **$800,000** | **$0** |

## NARRATIVES

KCIT DSS REPLACEMENT 1047605

### Current Scope

Distributed System Services (DSS) Replacement - As part of the Distributed System Services (DSS) Replacement Project, the King County Information Technology (KCIT) Department will replace platform infrastructure equipment used mostly by applications (i.e., servers, storage, backup, and equipment that supports cloud technology where some applications reside). KCIT will follow its established internal policies and industry best practice when making decisions related to replacing capital equipment that has reached the end of its useful life.

### 1. PROJECT SCOPE

Distributed System Services (DSS) Replacement - As part of the Distributed System Services (DSS) Replacement Project, the King County Information Technology (KCIT) Department will replace platform infrastructure equipment used mostly by applications (i.e., servers, storage, backup, and equipment that supports cloud technology where some applications reside). KCIT will follow its established internal policies and industry best practice when making decisions related to replacing capital equipment that has reached the end of its useful life.

### 2. PROGRAMMATIC PROJECT DISCUSSION

n/a

### 3. PROJECT JUSTIFICATION

The project will replace enterprise infrastructure equipment and agencies' server systems that are at the end of their expected useful life.

### 4. PROJECT BENEFITS/OUTCOMES

-- Prevent the risk of equipment failure.
-- Prevent business disruptions due to equipment failure.

### 5. BUDGET REQUEST BASIS

The request amount is based on the 2021-2022 funding available for infrastructure equipment replacement. End-of-life equipment will be replaced in the order of its business priority and criticality. A detailed inventory list planned for replacement is provided as supporting documentation. The planned replacement includes physical servers (used as domain controller) that were purchased in 2016 and in 2017. P-to-P replacement is determined based on business criticality and geographic locations that County provides IT support.

**NARRATIVES** KCIT DSS REPLACEMENT 1047605

## 6. FUNDING AND REVENUE DISCUSSION

KCIT rate

## 7. OPERATING BUDGET AND OTHER IMPACTS

KCIT Services Fund (000005531) transfers funds to the DSS equipment replacement project to perform the scheduled replacement. With the limited equipment replacement contribution amount from the KCIT Services Fund, KCIT will not be able to replace all of the end-of-life equipment.

## 8. PROJECT STATUS

Ongoing equipment replacement project

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

The project will replace end of life equipment in order to prevent business disruptions due to equipment failure.

## 16. PROJECT COMPLEXITY

N/A

## 17. CAPACITY TO IMPLEMENT THE PROJECT

N/A

## 18. PROJECT RISKS

N/A

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## KCIT WAN REPLACEMENT 1047610

| | |
|---|---|
| **Department** | INFORMATION TECHNOLOGY |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3781 ITS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $7,752,369 | $1,000,000 | $0 | $0 | $8,752,369 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$7,752,369** | **$1,000,000** | **$0** | **$0** | **$8,752,369** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39753 - CONTRIB ITS** | $1,000,000 | $0 | $0 | $1,000,000 |
| **Total Revenue** | **$1,000,000** | **$0** | **$0** | **$1,000,000** |

### EXPENSE KCIT WAN REPLACEMENT 1047610

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $49,501 | $0 | $0 | $0 | $0 | $49,501 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $5,911,477 | $1,791,391 | $1,000,000 | $0 | $0 | $8,702,868 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$5,960,978** | **$1,791,391** | **$1,000,000** | **$0** | **$0** | **$8,752,369** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $54,911 | $0 | $49,501 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $5,976,312 | $7,752,369 | $7,702,868 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$6,031,223** | **$7,752,369** | **$7,752,369** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($49,501) | $0 | $0 | ($49,501) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $49,501 | $1,000,000 | $1,000,000 | $49,501 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,000,000** | **$1,000,000** | **$0** |

## NARRATIVES KCIT WAN REPLACEMENT 1047610

### Current Scope

Wide Area Network Replacement - As part of the Wide Area Network (WAN) Replacement Project, the King County Information Technology (KCIT) Department will replace various equipment used to provide network connections that enable County agencies to access specialized business applications, desktop business applications such as Skype for Business, Lync phones, and Cloud services. This equipment replacement project is in line with KCIT's internal policies and industry best practice related to replacing capital equipment that reached the end of its useful life.

### 1. PROJECT SCOPE

Wide Area Network Replacement - As part of the Wide Area Network (WAN) Replacement Project, the King County Information Technology (KCIT) Department will replace various equipment used to provide network connections that enable County agencies to access specialized business applications, desktop business applications such as Skype for Business, Lync phones, and Cloud services. This equipment replacement project is in line with KCIT's internal policies and industry best practice related to replacing capital equipment that reached the end of its useful life.

### 2. PROGRAMMATIC PROJECT DISCUSSION

n/a

### 3. PROJECT JUSTIFICATION

The project will replace end of life enterprise network equipment. Planned replacement is in line with KCIT's internal policies and industry best practice related to replacing capital equipment that reached the end of its useful life.

### 4. PROJECT BENEFITS/OUTCOMES

-- Prevent the risk of equipment failure.
-- Prevent potential business disruptions due to equipment failure.

# Capital Appropriation Proposal



**NARRATIVES** KCIT WAN REPLACEMENT 1047610

## 5. BUDGET REQUEST BASIS

The request amount is based on the 2021-2022 funding available for Network equipment replacement. End-of-life equipment will be replaced in the order of its business priority and criticality. A detailed inventory list planned for replacement is provided as supplemental documentation.

## 6. FUNDING AND REVENUE DISCUSSION

KCIT rate

## 7. OPERATING BUDGET AND OTHER IMPACTS

KCIT Services Fund (000005531) transfers funds to the KCWAN equipment replacement project to perform the scheduled replacement. Equipment replacement has always been insufficiently funded. In the 2021-2022 budget, due to COVID-19 implications on King County's budget and target reductions set for KCIT, funding for equipment replacement was further reduced. As a result, there is a risk that the project might not have enough funds to adequately replace needed equipment.

## 8. PROJECT STATUS

Ongoing

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

The proposed equipment replacement request will help KCIT to move towards goals stated in KCIT's Strategic Information Technology Plan by providing a reliable and modern network infrastructure for mobility solutions. KCIT Network allows county employees and the public to conveniently request services, send messages to their local government and elected officials and to stay informed about activities or issues of interest to them whenever and wherever they choose.

## 16. PROJECT COMPLEXITY

N/A

## 17. CAPACITY TO IMPLEMENT THE PROJECT

N/A

**NARRATIVES** KCIT WAN REPLACEMENT 1047610

## 18. PROJECT RISKS

With the limited equipment replacement contribution amount, KCIT will not be able to replace all of the end-of-life equipment. Similar to past biennia, the equipment replacement funding has been limited to contain growth of the KCIT central rates and minimize a potential negative financial burden on agencies. This upcoming biennium, the amount of funding was reduced compared to 2019-2020 putting the project at risk of not having enough funds to adequately replace needed equipment. The lifespan for enterprise network equipment is 7 to 10 years, and the majority of the King County Wide Area Network (KC WAN) equipment is over 10 years old, beyond its useful life, and is facing the risk of not being supported by vendors. In 2021-2022, KCIT may not be able to meet its current service level agreement which includes network availability of 99.9% or 43.83 minutes of downtime a month in the access layer, and 99.99% or 4.38 minutes of downtime a month in the Core, Data Center, and Border layers. Furthermore, continue to use of older equipment will contribute a higher operating and maintenance cost, and will expose the County to many risks, such as potential network failures due to having such equipment as critical networking components, and security vulnerabilities due to vendor's no longer providing support and not leveraging equipment with the innovations and capabilities that current technology markets offer. KCIT Networks has network devices in 461 facilities which provide critical business functions that support Life, Safety, Justice, and Public Transportation and many other services utilized by the public, including online or in person at a King County location.

We are unable to fully mitigate the risks presented by reducing the existing Equipment Replacement budget, however we will attempt to reduce risks by using a portion of the ER funds to stock spare hardware of standard equipment. Given the cost of hardware, KCIT spares would be less than 1% of inventory, instead of the recommended 10%. Additionally KCIT will look repurposing any viable equipment available as part of the proposed building consolidation plan or borrow inventory from projects that have the hardware on hand to restore service quickly, however replacing the borrowed inventory may require that we utilize operational funds if we have exhausted ER funding.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## KCIT I-Net ER 1129570

| | |
|---|---|
| **Department** | INFORMATION TECHNOLOGY |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3781 ITS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,382,912 | $691,456 | $0 | $0 | $2,074,368 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,382,912** | **$691,456** | **$0** | **$0** | **$2,074,368** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39753 - CONTRIB ITS** | $691,456 | $0 | $0 | $691,456 |
| **Total Revenue** | **$691,456** | **$0** | **$0** | **$691,456** |

### EXPENSE KCIT I-Net ER 1129570

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $790,046 | $592,866 | $691,456 | $0 | $0 | $2,074,368 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$790,046** | **$592,866** | **$691,456** | **$0** | **$0** | **$2,074,368** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $824,332 | $1,382,912 | $1,382,912 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$824,332** | **$1,382,912** | **$1,382,912** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $691,456 | $691,456 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$691,456** | **$691,456** | **$0** |

## NARRATIVES

KCIT I-Net ER 1129570

### Current Scope

Institutional Network Equipment Replacement - As part of the Institutional Network (I-Net) Equipment Replacement (ER) Project, the King County Information Technology (KCIT) Department will replace various network equipment used to provide regional network connectivity for County agencies, as well as many other government and nonprofit agencies. KCIT follows its established policies and industry best practices when making decisions related to replacing capital equipment that reached the end of its useful life.

### 1. PROJECT SCOPE

Institutional Network Equipment Replacement - As part of the Institutional Network (I-Net) Equipment Replacement (ER) Project, the King County Information Technology (KCIT) Department will replace various network equipment used to provide regional network connectivity for County agencies, as well as many other government and nonprofit agencies. KCIT follows its established policies and industry best practices when making decisions related to replacing capital equipment that reached the end of its useful life.

### 2. PROGRAMMATIC PROJECT DISCUSSION

n/a

### 3. PROJECT JUSTIFICATION

The project will replace end of life I-Net equipment, in line with KCIT's internal policies and industry best practice related to replacing capital equipment that reached the end of its useful life.

### 4. PROJECT BENEFITS/OUTCOMES

-- Prevention of the risk of failure of I-Net equipment that is at the end of life.
-- Prevention of business disruption due to such equipment failure.

### 5. BUDGET REQUEST BASIS

The request amount is based on the 2021-2022 funding available for I-Net equipment replacement. KCIT I-Net Operating Fund contributes a set amount every biennium to the project based on the initial equipment acquisition cost. Equipment will be replaced in the order of business priority and criticality. A detailed inventory planned for replacement is provided as part of supplemental documentation.

# Capital Appropriation Proposal



**NARRATIVES** KCIT I-Net ER 1129570

## 6. FUNDING AND REVENUE DISCUSSION

KCIT I-Net rate

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

Ongoing equipment replacement project.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

Equipment replacement

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

The proposed equipment replacement plan is aligned with KCIT's Strategic Information Technology Plan by providing a reliable and modern I-Net network infrastructure for mobility solutions. KCIT I-Net provides bandwidth services to KCIT Network (KCWAN) sites and many external customer sites. This allows county employees and the public to conveniently request services, send messages to their local government and elected officials and to stay informed about activities or issues of interest to them whenever and wherever they choose.

## 16. PROJECT COMPLEXITY

N/A

## 17. CAPACITY TO IMPLEMENT THE PROJECT

N/A

## 18. PROJECT RISKS

N/A

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## Exchange to Office365 Phase II 1132332

IT Project

| | |
|---|---|
| **Department** | INFORMATION TECHNOLOGY |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3781 ITS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/31/2018 |
| **Location** | 401 5th Ave, Seattle 98104: King County Information Technology (KCIT) Offices |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $469,899 | ($35,062) | $0 | $0 | $434,837 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$469,899** | **($35,062)** | **$0** | **$0** | **$434,837** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($35,062) | $0 | $0 | ($35,062) |
| **Total Revenue** | **($35,062)** | **$0** | **$0** | **($35,062)** |

### EXPENSE Exchange to Office365 Phase II 1132332

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $71,837 | $0 | $0 | $0 | $0 | $71,837 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $363,000 | $0 | $0 | $0 | $0 | $363,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$434,837** | **$0** | **$0** | **$0** | **$0** | **$434,837** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $71,837 | $0 | $71,837 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $363,000 | $469,899 | $363,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$434,837** | **$469,899** | **$434,837** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($71,837) | $0 | $0 | ($71,837) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $106,899 | ($35,062) | $0 | $71,837 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$35,062** | **($35,062)** | **$0** | **$0** |

## NARRATIVES

Exchange to Office365 Phase II 1132332

### Current Scope

Exchange to Office365 Phase II - This was Phase II of King County's planned migration of its Microsoft Exchange (e-mail) from the on-premise servers to Cloud-based Office365 (hosted out of the Government-Cloud (G-cloud)). As part of Phase I, KCIT successfully migrated two agencies: KCIT itself and Superior Court. As part of Phase II, KCIT migrated the rest of the County.

### 1. PROJECT SCOPE

Exchange to Office365 Phase II - This was Phase II of King County's planned migration of its Microsoft Exchange (e-mail) from the on-premise servers to Cloud-based Office365 (hosted out of the Government-Cloud (G-cloud)). As part of Phase I, KCIT successfully migrated two agencies: KCIT itself and Superior Court. As part of Phase II, KCIT migrated the rest of the County.

### 2. PROGRAMMATIC PROJECT DISCUSSION

n/a

### 3. PROJECT JUSTIFICATION

The on-premise email system was past end of life and had started to fail. The aging hardware was at a risk of having multiple components fail at the same time, which would have made system recovery extremely challenging and causing severe business disruption. The countywide migration was successfully completed and the project was closed out by the Project Review Board in late 2018.

### 4. PROJECT BENEFITS/OUTCOMES

-- Prevention of major email outages
-- Elimination of scheduled maintenance, minor upgrades, and operational support of on-premise systems
-- Increased email storage
-- More convenient mobile and remote access
-- Reduction in Exchange Server licensing costs during Microsoft Enterprise Agreement renewals.

# Capital Appropriation Proposal



**NARRATIVES** Exchange to Office365 Phase II 1132332

## 5. BUDGET REQUEST BASIS

This request is to disappropriate the unspent balance on the project that was completed and closed out by the Project Review Board in late 2018.

## 6. FUNDING AND REVENUE DISCUSSION

n/a

## 7. OPERATING BUDGET AND OTHER IMPACTS

As a result of this investment, the annual O&M is anticipated to drop from $500K to $22K.

## 8. PROJECT STATUS

Project completed in late 2018.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

N/A

## 16. PROJECT COMPLEXITY

N/A

## 17. CAPACITY TO IMPLEMENT THE PROJECT

N/A

## 18. PROJECT RISKS

N/A

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## KCIT Enh Wireless Phase II — 1132334

IT Project, Master Project

| | |
|---|---|
| **Department** | INFORMATION TECHNOLOGY |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3781 ITS CAPITAL |
| **Class Code** | KCIT ENH WIRELESS PHASE II |
| **Substantial Completion** | 12/31/2021 |
| **Location** | Chinook, King Street Center, Administration Building, King County Correctional Facility, Maleng Regional Justice Center, the work education release facility at the King County Courthouse, and the community work program facility in the Hiawatha building. Plus, the detention facility in the Courthouse, as well as the community work program facility in the Hiawatha building. Phase III includes the Regional Emergency Control Center, and Phase IV includes 11 Public Health locations. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $3,671,352 | $489,530 | $0 | $0 | $4,160,882 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,671,353** | **$489,530** | **$0** | **$0** | **$4,160,883** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39796 - CONTRIB OTHER FUNDS** | $489,530 | $0 | $0 | $489,530 |
| **Total Revenue** | **$489,530** | **$0** | **$0** | **$489,530** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** KCIT Enh Wireless Phase II 1132334

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $267,341 | $0 | $0 | $0 | $0 | $267,341 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $2,035,993 | $1,368,018 | $489,530 | $0 | $0 | $3,893,541 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,303,334** | **$1,368,018** | **$489,530** | **$0** | **$0** | **$4,160,882** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $193,545 | $0 | $267,341 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $2,736,989 | $3,671,352 | $3,404,011 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$2,930,534** | **$3,671,352** | **$3,671,352** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($267,341) | $0 | $0 | ($267,341) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $267,341 | $489,530 | $489,530 | $267,341 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$489,530** | **$489,530** | **$0** |

**NARRATIVES** KCIT Enh Wireless Phase II 1132334

## Current Scope

King County Information Technology (KCIT) Enhanced Wireless Phase II IT Project - The public and King County employees expect reliable wireless connectivity and access to information from anywhere. In preparation for the growing dependency on wireless, KCIT has completed a series of building block projects: 2013 Business Empowerment and User Mobility and three phases of the Enhanced Wireless project. Phase 2 covered King Street Center, Chinook building Administration Building, King County Correctional Facility, and Maleng Regional Justice Center. Phase 3 covers the Regional Emergency Control Center (RCECC). The proposed phase 4 is to continue this momentum and deploy enhanced wireless access to eleven Public Health clinics. Additional phases will be requested to complete the remaining 56+ locations.

# Capital Appropriation Proposal



**NARRATIVES** KCIT Enh Wireless Phase II 1132334

## 1. PROJECT SCOPE

King County Information Technology (KCIT) Enhanced Wireless Phase II IT Project - The public and King County employees expect reliable wireless connectivity and access to information from anywhere. In preparation for the growing dependency on wireless, KCIT has completed a series of building block projects: 2013 Business Empowerment and User Mobility and three phases of the Enhanced Wireless project. Phase 2 covered King Street Center, Chinook building Administration Building, King County Correctional Facility, and Maleng Regional Justice Center. Phase 3 covers the Regional Emergency Control Center (RCECC). The proposed phase 4 is to continue this momentum and deploy enhanced wireless access to eleven Public Health clinics. Additional phases will be requested to complete the remaining 56+ locations.

## 2. PROGRAMMATIC PROJECT DISCUSSION

n/a

## 3. PROJECT JUSTIFICATION

King County continues to see an increase in demand for mobility and wireless access. The public and King County employees expect reliable wireless connectivity and access information from anywhere. In the recent years, King County has seen a 287% increase of wireless users in King County facilities. The most recent phase III of the project was approved in the 2019-2020 2nd Omnibus (Ordinance 19021) and is deploying enhanced wireless in the Regional Communications and Emergency Coordination Center (RCECC). The current request for phase IV is intended to continue the momentum and deploy enhanced wireless at 11 Public Health sites. The current phase and future phases provide improved wireless quality of service (also known as performance) and continue to align us to the King County Strategic plan to provide a consistent wireless experience in all the King County facilities. Investments in enhanced wireless supports the KCIT Network Roadmap to decrease and/or eliminate dependency on hard wired network connections.

This project aligns with the Network Services roadmap and the Technology Strategic Plan which promotes Mobility, Modernization, Service Maturity, Design and Civic Engagement. Improved wireless connectivity fosters the ability for a mobile workforce, enabling users to connect from any device at any location and not being tied to a wired network connection and supports continuity of the business. This project aligns us to having King County wireless only facilities in the future, as well as promotes Design and Civic Engagement and Equity and Social Justice by providing King County services to the public in a variety of locations.

## 4. PROJECT BENEFITS/OUTCOMES

This investment builds on the Business Empowerment and User Mobility (BEUM) project and the Enhanced Wireless Connectivity project phases 1-3. The project is expanding and improving the wireless experience for users in the county's facilities. This phase of the project will increase user capacity in 11 locations, doubling the number of users that can connect to the wireless network and provide the same user experience as a wired connection. The upgrade will support video, audio, and file downloads. Security access will also increase by leveraging virtual network logic to improve administration of access, security, and logical partitioning of public and business environment.

## 5. BUDGET REQUEST BASIS

The requested appropriation includes the cost of deploying enhanced wireless to 11 Public Health facilities. The cost includes $204,283 for hardware & software, $81,744 for IT Facilities improvements (cable, power, etc.), and $159,000 for KCIT staff resources including a back-fill network resource. This cost estimate is based on KCIT's prior experience deploying enhanced wireless in other locations and therefore includes only a 10 percent contingency.

## 6. FUNDING AND REVENUE DISCUSSION

Phase IV of the project will be funded by the 2021-2022 countywide IT investment rate.

## 7. OPERATING BUDGET AND OTHER IMPACTS

After completion of this phase, the maintenance cost will increase by $15K annually.

## 8. PROJECT STATUS

The Enhanced Wireless effort is moving into Phase 4 planning. Phase 1 is complete, Phase 2 is in progress, and Phase 3 (which will deploy enhanced wireless at RCECC) is expected to be completed by Q1.2021.

**NARRATIVES** KCIT Enh Wireless Phase II 1132334

## 9. ALTERNATIVES ANALYSIS

Multiple scenarios were considered by reducing the scope of work (reducing the number of locations, deploying at smaller sites only) to lower the total project cost. However, the current project scope is chosen to provide a consistent wireless experience in the county buildings which have a high density of users.

## 10. OTHER AGENCY INVOLVEMENT

DES Facility Management Division (FMD) for facility costs that are required to deploy Enhanced Wireless, such as replacing/installing cabling, power, etc.

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

The current phase and future phases provide improved wireless quality of service (also known as performance) and continue to align us to the King County Strategic plan to provide a consistent wireless experience in all the King County facilities, as well as supports the KCIT Network Roadmap to decrease and/or eliminate dependency on hard wired network connections. After the completion of the projects, users in various county buildings will be able to connect to the wireless network and receive the same user experience as a wired connection. Phase IV specifically provides 50 users per wireless access point at approximately 10 MB per user to 11 Public Health sites which will support streaming video, Skype for Business voice calls, and file downloads.

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

The project estimates $159K for KCIT resources including a backfill network resource.

## 18. PROJECT RISKS

The project reserves $87,744 to pay for facility costs that are required to deploy Enhanced Wireless, such as replacing/installing cabling, power, etc. The cost is an estimate and actual cost for the work is unknown until the detailed design work at each location is being performed. It is not yet determine but DES Facility Management Division (FMD) may cover this cost.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## KCIT Eastrail Fiber Development (KCIT Eastrail Fiber Dvlpmt) 1139245

IT Project

| | |
|---|---|
| **Department** | INFORMATION TECHNOLOGY |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3781 ITS CAPITAL |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2023 |
| **Location** | The Eastrail Corridor through a significant (28-mile) portion of King County's metropolitan areas (Woodinville, Kirkland, Redmond, Bellevue, Renton, and unincorporated parts of King County). |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $13,375,044 | $0 | $0 | $13,375,044 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$13,375,044** | **$0** | **$0** | **$13,375,044** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39796 - CONTRIB OTHER FUNDS** | $13,375,044 | $0 | $0 | $13,375,044 |
| **Total Revenue** | **$13,375,044** | **$0** | **$0** | **$13,375,044** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** KCIT Eastrail Fiber Dvlpmt 1139245

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $7,789,400 | $5,585,644 | $0 | $13,375,044 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$7,789,400** | **$5,585,644** | **$0** | **$13,375,044** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $13,375,044 | $7,789,400 | $5,585,644 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$13,375,044** | **$7,789,400** | **$5,585,644** |

**NARRATIVES** KCIT Eastrail Fiber Dvlpmt 1139245

## Current Scope

Eastrail Fiber Development - This project will build conduit and fiber optic infrastructure within the Eastrail Corridor through a significant (28 -mile) portion of King County's fast-growing metropolitan areas (Woodinville, Kirkland, Redmond, Bellevue, Renton, and unincorporated parts of King County).

## 1. PROJECT SCOPE

Eastrail Fiber Development - This project will build conduit and fiber optic infrastructure within the Eastrail Corridor through a significant (28 -mile) portion of King County's fast-growing metropolitan areas (Woodinville, Kirkland, Redmond, Bellevue, Renton, and unincorporated parts of King County).

## 2. PROGRAMMATIC PROJECT DISCUSSION

n/a

# Capital Appropriation Proposal



**NARRATIVES** KCIT Eastrail Fiber Dvlpmt 1139245

## 3. PROJECT JUSTIFICATION

The Eastrail Corridor is being development into a high-quality pedestrian and bicycle trail with potential for additional transportation, utility and smart city uses. These new and future uses make the communications infrastructure development essential and imperative to the long-term success of the Eastrail. This is a legacy development; meaning building conduit and fiber now and before (more than $61 million or 24 projects currently planned) are completed. Eliminating the need to tear up and rebuild newly completed projects to place conduit and fiber in the Eastrail. Completing this project now with a dig once strategy, this project will future proof the Eastrail for planned and unanticipated future requirements.

## 4. PROJECT BENEFITS/OUTCOMES

Fiber Optics will provide the communication infrastructure to support planned and future activities along the Eastrail Corridor. The Eastrail will be an uninterrupted 42-mile trail which will connect the Eastside like never before, providing the communities of Renton, Bellevue, Kirkland, Woodinville, Snohomish, and Redmond with new opportunities to use the fiber optics to support trail & community projects. Including non-motorized recreation, transportation, and trail enhancements, including wireless internet access, smart lighting, smart trail sensors, public safety, traffic crossing signals, and wildlife video streaming.

The 2019 feasibility study by consultant CTC Energy and Technology identified fiber optic infrastructure as an economic development benefit for private companies. In talking with more than 12 private companies in the region (developers, manufactures, and telecomm companies), there are indications that this project is needed in the region and will have high value to private providers and that need more infrastructure capacity to serve their customers. In addition, it is likely that the Eastrail owners can generate revenue by leasing the excess or spare fiber through a public private partnership. The consultants expect that revenues will cover operational expenses and debt service.

## 5. BUDGET REQUEST BASIS

In July of 2019, KC consultants (CTC) completed a fiber feasibility study, resulting in a high-level cost estimate of $6-$12.6 million dollars to construct a 28-mile telecommunication infrastructure. The $12.6 million estimate represents the conceptual specifications consisting of four, four-inch conduits recommended for construction within the Eastrail main line and 0ne, one-inch conduit in the Redmond spur. In December 2019, the consultants completed a return on investment analysis, concluding, “The potential revenue opportunity is robust, as is the significant value and avoided cost derived by public sector users over time.“

## 6. FUNDING AND REVENUE DISCUSSION

Final funding implementation pending outcome of the RFP process, to be completed by 12/31/2020. KCIT I-Net is funding the RFP engagement. Consulting firm CTC Technology & Energy will develop the construction RFP. Construction funding include the following options: 1) Public funding, 2) Private funding or 3) Hybrid of public and private funding. Potential public funding sources include Bond, Eastrail owners, Parks Levy, King County, or other public investors.

## 7. OPERATING BUDGET AND OTHER IMPACTS

During the project implementation, operational expenses are not anticipated. After the project is complete and under all the operational models reviewed the expense for operations (fiber maintenance and restoration), are projected not-to-exceed $75,000 annually, and would be shared by the users of the infrastructure.

## 8. PROJECT STATUS

NEW

**NARRATIVES** KCIT Eastrail Fiber Dvlpmt 1139245

## 9. ALTERNATIVES ANALYSIS

Over the course of creating the fiber feasibility study, the Eastrail owners, stakeholders and consultants (CTC) worked together, to identify implementation models for the fiber infrastructure. From the outset, the Eastrail owners and stakeholders defined four main goals:
1. Fiber would be built for county, city and non-profit operations and other use cases that benefit communities and constituencies
2. Create public private partnerships, allowing the private sector resell opportunities of excess fiber
3. Generate revenue for Eastrail owners through conduit and/or dark fiber leases to private companies/partners
4. The vendor will be capable of delivering a turn-key development, including project management resources

The Eastrail owners and stakeholders considered a comparison matrix summarizing each model's attributes in terms of control, financial impacts, and risks.

The comparison matrix conveyed:
1. The first model—in which the Owners implement, own, and operate the network— provides total control and flexibility and the highest potential revenue, but with a high cost and the assumption of all risk.
2. The second model—joint-build/trench—would reduce the initial costs and the overall risk, but also reduce the level of control and the potential revenue.
3. The third model—seeking a private provider to build, own, and operate the network while providing some fiber infrastructure to the Owners—might eliminate most costs and risks, and might yield revenue from lease payments on the Corridor. However, it may also cede control of the asset to the private sector.

Discussion amongst the stakeholders favored CTC's recommendation of issuing an RFP to test the market and determine whether the Eastrail owners would get the desired benefits. CTC working with input from the stakeholders recommended an RFP process to validate a development model that best meet and can achieve the three goals outlined above. CTC will build out the models for the RFP and include:
1. Option a: "Design-Build-Operate" (publicly financed) (aka DBO "Design-Build-Finance-Operate" (no public funding) (aka DBFO)
2. Option b: "Design-Build-Finance-Operate" (privately financed) (aka DBFO), or
3. Option c: "A Hybrid of option a: and b: A combination of public and private financing

## 10. OTHER AGENCY INVOLVEMENT

The Eastrail corridor include property owners (King County, Redmond, Kirkland, Woodinville, and Sound Transit), easement holders include (PSE, Sound Transit, and King County), and right-of-way permitting authorities (the Cities of Renton and Bellevue). The County anticipates all will contribute funds to reduce development costs to King County (funding commitment expected by end of Q1 2021) and each agency described above will receive equitable shares of fiber for their individual public use.

## 11. ART ELIGIBILITY

N/A - technology project

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Key takeaways from the King County Broadband Technology Access and Adoption Study of2019 shows the vast majority (96%) of King County residents having internet access in their home, but differences are observed across high impact groups;
- 19% of insecurely housed groups do not to have internet access at their place of residence.
- 20% of households with incomes under $25,000 do not have internet access where they live.
- 13% of residents living with a disability do not have internet access where they live.
- 13% of residents that speak a language other than English do not have internet access where they live.

A planned collaboration with King County Housing Authority and other community organizations will benefit from Eastrail fiber by using public assets to provide broadband access to high impact groups.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Critical Success Factors from Full Proposal Review:
1) This should be a joint effort between KCIT and DNRP
2) Explore cost sharing options with other gov't & private entities. Direct project team to explore max cost recovery for ESJ investments.
3) Identify Risks to the investment.
4) Complete formal Cost Benefit Analysis to confirm the investment makes sense
5) Provide more detail on how construction and administration of the project will be managed.
6) Include EIR in the full proposal for the project. This has direct effort for digital equity in our region.
7) Cleary identify a) cost avoidance $$ and b) the new revenue $$ opportunities. Confirm that for this $12 mil project -the revenue will pay for it.
8) Develop a funding plan prior to incurring any costs

Responses to the Critical Success Factors from Conceptual Review:
1. Fiber in the Eastrail is included in the DNRP Eastrail work plan. KCIT and DNRP leadership are County co-collaborators in the Eastrail fiber development effort. KCIT and DRNP will co-lead the effort to secure funding, manage the development of the RFP, RFP scoring, vendor selection, governance and project implementation
2. The Eastrail owners anticipate options that may include public only, private only or a combination of public & private funding options. In addition, the RFP will offer a lease of the excess non-municipal used conduit and fiber asset as the primary methodology for maximum investment recovery. Vendor proposals to the RFP will inform the final funding methodology. The RFP will publish September28, 2020 with vendor responses due by December 4, 2020.
3. A funding model using private sector funds for construction of the infrastructure will not require funding from the Eastrail owners and hence reduce financial risk. The benefits of this model is that the Eastrail owners receive conduit and fiber without making an investment. However, may likely result in the vendor requesting ownership of the non-public infrastructure with smaller recurring annual revenue for the Eastrail owners. If built using public funds to construct own and operate the infrastructure, requires and staffing expertise that does not exist in the County today, increasing operational expense and prolonging the return on investment timeframe.
4. The ROI analysis confirms building the Eastrail fiber as a good business opportunity, and will benefit the public and support the potential future uses on the Eastrail corridor.
5. Our planned RFP will identify and we will select a vendor capable of completing the project providing services to include; project mgmt, design, build, operate, financing, and leasing fiber assets to commercial customers. The selected vendor project manager will report project updates KCIT and DNRP who liaison with the PST and Eastrail oversight team.
6. An equity Impact Review is part of this proposal.
7. Cost avoidance and revenue opportunities are detailed in the benefit achievement plan.
8. The Eastrail owner's role in the construction and administration of the project will be minimal. To date we have completed stakeholder analysis, fiber feasibility study, a return on investment analysis, and currently working to develop an RFP for project construction and vendor selection/award by the end of year 2020 with contract negotiated by end of Q1 2021. Post award, during implementation and prior to project completion; will require an operations agreement for the public-private partnership infrastructure, plus an inter-local agreement amongst the public agencies that describes the funding arrangement, public fiber ownership and maintenance procedures.

The Critical Success Factors identified at Conceptual Review are:
1. This should be a joint effort between KCIT and DNRP. Addressed in CBA
2. Explore cost-sharing options with other gov't & private entities. Direct project team to explore max cost recovery for ESJ investments.
3. Identify Risks to the investment.
4. Complete formal Cost Benefit Analysis to confirm the investment makes sense
5. Provide more detail on how construction and administration of the project will be managed.
6. Include EIR in the full proposal for the project. This has direct effort for digital equity in our region.
7. Clearly identify a) cost avoidance $$ and b) the new revenue $$ opportunities. Confirm that for this $12 mil project -the revenue will pay for it.
8. There is also a PSB Director note, which states: This project needs careful consideration of how the construction and administration would be managed. We have discussed contracting out almost everything associated with this project. We need a good benefit-cost analysis of this project.

**NARRATIVES** KCIT Eastrail Fiber Dvlpmt 1139245

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

Government is for the people, by the people. In KCIT, we are reimagining delivery of government services via Connected Communities; Connected Data; Connected Government.

Technology is the critical driver for connecting communities and government. Future needs necessitate outcomes through partnership and participation from all. Critical areas of opportunity include Regional Mobility, Digital Equity, Climate Action and Sustainability, Public Safety, Justice, Community Health, Human Needs and Services, and Economic Opportunities.

The Eastrail fiber development aligns specifically with KCIT objectives to:
• Use broadband access study to further promote and expand digital equity through public and private partnerships.
• Support regional transportation mobility innovation like first or last mile connections and zero emission bus fleet by using technology to assist in reducing greenhouse gases by 2025.

## 16. PROJECT COMPLEXITY

Constructing conduit and fiber requires coordinating many moving parts—everything from creating a design, and acquiring funds, to project management, facilitating procurement, selecting sub-contractors, obtaining right-of-way access, preparing the right-of-way, obtaining permits, performing construction, performing restoration, overseeing the work, testing the network, activating users, and selling services. Construction may require negotiation of franchise, right-of-way, and pole attachment permits.

By creating a public-private partnership with a vendor to construct the communications infrastructure, the complexity shifts from the Eastrail owners to a vendor the capability and experience with these type of projects.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

None of the Eastrail owners has the competencies to complete this project. However, the benefits are substantial. The implementation approach for the Eastrail Fiber development will be a public-private partnership. The contractual partnership will define the private partner's responsibility for project management, designing, financing, implementing and operating the fiber infrastructure and services.

A key element of the partnership is that the private party take on the development risk in return for a negotiated allocation of the completed development. Other anticipated benefits to the Eastrail owners:
• Project management will be the responsibility of the private partner in liaison with KCIT and DNRP leads.
• Leveraging the private sector experience, the public will receive well-designed infrastructure solution than a completely public development. Allow the private sector to do what they do best.
• This approach may result in a faster completion and reduced delays by including time-to-completion as a measure of performance and contractual benefits.
• A public-private partnership's return on investment (ROI) might be greater than developments with traditional all-municipal fulfillment. Innovative design and financing approaches become available when the two entities work together.
• Risks have been analyzed to determine project feasibility. In this sense, the private partner can serve as a check against Eastrail owner expectations.
• The operational and project execution risks are contractually transferred to the private partner.
• The RFP will prove that public-private partnerships may reduce Eastrail owner funding requirements.

**NARRATIVES** KCIT Eastrail Fiber Dvlpmt 1139245

## 18. PROJECT RISKS

there are customary capital risks we should anticipate.
1) Risk related to delays from existing but unrelated projects in the Eastrail Corridor (Bridge crossings, Sound Transit construction) where conduit and fiber are integrated into designs. DNRP is closely monitoring these projects constantly; we will address impacts to the Eastrail fiber development as they arise.
2) Early project estimates are inherently imperfect, unexpected cost increases and unknown issues will be addressed and mitigated as they arise. There is 20% contingency proposed to address the unknown risks.
3) We may find engineering challenges that add cost to resolve or (worst case) are not resolvable. We will monitor the development constantly and address engineering challenges as they arise.
4) We may find legal challenges related to property interests that take time/money to sort out. We have budgeted for PAO and outside legal support as a contingency.
5) The greater regional economy can go bad, and thus reduce demand for the fiber product so revenue is lower/slower and it takes longer to pay down any debt and/or get to positive cash flow.
6) The greater regional economy is good and construction costs go up because there is more demand for construction firms that would do this type of install. There is 20% contingency proposed to address the unknown risks.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW CAP EQUIPMENT 1133925

Master Project

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3810 SW CAP EQUIP REPLACEMENT |
| **Class Code** | SW CAP EQUIPMENT |
| **Substantial Completion** | 12/31/2030 |
| **Location** | 201 S. Jackson St, Suite 0701 Seattle, WA 98104 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/19 - 12/31/30 | $18,624,483 | $7,196,456 | $16,521,621 | $16,521,619 | $58,864,179 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$18,624,483** | **$7,196,456** | **$16,521,621** | **$16,521,619** | **$58,864,179** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $449,409 | $521,621 | $521,619 | $1,492,649 |
| **39797 - CONTRIB SOLID WASTE** | $6,747,047 | $16,000,000 | $16,000,000 | $38,747,047 |
| **Total Revenue** | **$7,196,456** | **$16,521,621** | **$16,521,619** | **$40,239,696** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW CAP EQUIPMENT 1133925

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,681 | $9,876,152 | $7,196,456 | $16,521,621 | $16,521,619 | $50,117,529 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,681** | **$9,876,152** | **$7,196,456** | **$16,521,621** | **$16,521,619** | **$50,117,529** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $47,819,059 | $4,453,803 | $18,624,483 | $9,877,833 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$47,819,059** | **$4,453,803** | **$18,624,483** | **$9,877,833** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $8,746,650 | $7,196,456 | $7,196,456 | $8,746,650 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$8,746,650** | **$7,196,456** | **$7,196,456** | **$8,746,650** |

**NARRATIVES** SW CAP EQUIPMENT 1133925

## Current Scope

Solid Waste Capital Equipment - This project replaces two former Capital Equipment Recovery Program (CERP) projects, SW CERP Capital Repairs-1033485 and SW CERP Eq Replacement Purchase-1033487 which repaired or replaced equipment. This project consolidated those two projects for efficiency purposes. The purpose of the CERP program is provide adequate resources for replacement, rehabilitation, and major maintenance of solid waste rolling stock and stationary compactors. This project supports the replacement and rehabilitation of Solid Waste equipment purchased after 1981. A separate fund was created and annual contributions are made to it from the operating fund for replacement and major maintenance of heavy equipment items as scheduled in the Equipment Replacement Plan.

# Capital Appropriation Proposal



**NARRATIVES** SW CAP EQUIPMENT 1133925

## 1. PROJECT SCOPE

Solid Waste Capital Equipment - This project replaces two former Capital Equipment Recovery Program (CERP) projects, SW CERP Capital Repairs-1033485 and SW CERP Eq Replacement Purchase-1033487 which repaired or replaced equipment. This project consolidated those two projects for efficiency purposes. The purpose of the CERP program is provide adequate resources for replacement, rehabilitation, and major maintenance of solid waste rolling stock and stationary compactors. This project supports the replacement and rehabilitation of Solid Waste equipment purchased after 1981. A separate fund was created and annual contributions are made to it from the operating fund for replacement and major maintenance of heavy equipment items as scheduled in the Equipment Replacement Plan.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project provides funding to replace or rebuild equipment at or near the end of its service life. Rebuilding certain classifications of equipment has been determined to be a cost effective way to extend its useful life unless replacement is more cost-effective. By accumulating funds in CERP, the division ensures that it is able to cover the variable expenditures that come with replacing needed equipment even while revenue fluctuates.

## 4. PROJECT BENEFITS/OUTCOMES

This project will benefit Solid Waste by ensuring reliable operations and reducing potential for service interruptions.

## 5. BUDGET REQUEST BASIS

The requested budget amount is based on the SWD transfers from the operating fund based on forecasted revenues. This project assumed the combined roles of two standalone projects (1033485 and 1033487) for efficiency. Those projects will continue under their existing appropriation while this project will have appropriation going forward.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Catch up on the deferred replacement of assets requires increased contributions to the program Fund. Capital Equipment Recovery Program contributions from SWD rates in the operating fund (A72000). The contribution level is calculated to cover planned expenditures, rehabilitate equipment, and maintain fund balance in an amount approximating 15% of the replacement value of all equipment in the program.

## 8. PROJECT STATUS

This project is ongoing.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

DOT/Fleet assists with vehicle purchases.

## 11. ART ELIGIBILITY

No. Maintenance and equipment replacement.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Equipment purchases are coordinated through King County procurement using established procedures to be fair and equitable.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Equipment purchased under this project will allow for more fuel efficient machinery in Solid Waste operations.

# Capital Appropriation Proposal



**NARRATIVES** SW CAP EQUIPMENT 1133925

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD ROADS-RENTON FACILITY 1114791

TA

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | |
| **Fund** | 3850 RENTON MAINTENANCE FACIL |
| **Class Code** | ADMIN |
| **Substantial Completion** | |
| **Location** | Administrative |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $3,649 | $0 | $0 | $0 | $3,649 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,115,651 | $74,174 | $0 | $0 | $1,189,825 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,119,300** | **$74,174** | **$0** | **$0** | **$1,193,474** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $74,174 | $0 | $0 | $74,174 |
| **Total Revenue** | **$74,174** | **$0** | **$0** | **$74,174** |

### EXPENSE RSD ROADS-RENTON FACILITY 1114791

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $3,649 | $0 | $0 | $0 | $0 | $3,649 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $1,115,651 | $0 | $0 | $0 | $0 | $1,115,651 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,119,300** | **$0** | **$0** | **$0** | **$0** | **$1,119,300** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,649 | $3,649 | $3,649 | $3,649 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,115,651 | $1,115,651 | $1,115,651 | $1,115,651 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,119,300** | **$1,119,300** | **$1,119,300** | **$1,119,300** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $74,174 | $0 | $74,174 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$74,174** | **$0** | **$74,174** |

## NARRATIVES

RSD ROADS-RENTON FACILITY 1114791

### Current Scope

Renton Maintenance Administrative Project - This is the default administrative project for Fund 3850 Renton Maintenance Facility.

### 1. PROJECT SCOPE

Renton Maintenance Administrative Project - This is the default administrative project for Fund 3850 Renton Maintenance Facility.

### 2. PROGRAMMATIC PROJECT DISCUSSION

Appropriation to transfer fund balance out of the legacy County Road Construction Fund. This amount was determined using the balances of revenue-backed project disappropriations and projected fund balance at the end of the biennium. In order to move fund balance between funds, Finance (FBOD) requires that an administrative project be charged.

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Disapropriate remaining balance of $74,174.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** RSD ROADS-RENTON FACILITY 1114791

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD COUNTYWIDE SNOW & ICE MATERIALS STORAGE (RSD CW SNOW&ICE MTRLS STORAGE) 1127270

Master Project, TA

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3850 RENTON MAINTENANCE FACIL |
| **Class Code** | RSD CW SNOW&ICE MTRLS STORAGE |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $443,014 | $0 | $0 | $0 | $443,014 |
| **4 Implementation** | $2,456,448 | ($74,174) | $0 | $0 | $2,382,274 |
| **5 Closeout** | $538 | $0 | $0 | $0 | $538 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,900,000** | **($74,174)** | **$0** | **$0** | **$2,825,826** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($74,174) | $0 | $0 | ($74,174) |
| **Total Revenue** | **($74,174)** | **$0** | **$0** | **($74,174)** |

### EXPENSE RSD CW SNOW&ICE MTRLS STORAGE 1127270

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $443,014 | $0 | $0 | $0 | $0 | $443,014 |
| **4 Implementation** | $2,382,274 | $0 | $0 | $0 | $0 | $2,382,274 |
| **5 Closeout** | $538 | $0 | $0 | $0 | $0 | $538 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$2,825,826** | **$0** | **$0** | **$0** | **$0** | **$2,825,826** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $443,014 | $443,014 | $443,014 | $443,014 |
| 4 Implementation | $0 | $2,382,274 | $2,382,274 | $2,456,448 | $2,382,274 |
| 5 Closeout | $0 | $538 | $538 | $538 | $538 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,825,826** | **$2,825,826** | **$2,900,000** | **$2,825,826** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $74,174 | ($74,174) | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$74,174** | **($74,174)** | **$0** | **$0** |

## NARRATIVES

RSD CW SNOW&ICE MTRLS STORAGE 1127270

### Current Scope

Countywide Snow and Ice Materials Storage - To construct materials storage sheds at Road Services Division sites throughout the service area for the storage of sand, bulk salt, and anti-ice tanks.

### 1. PROJECT SCOPE

Countywide Snow and Ice Materials Storage - To construct materials storage sheds at Road Services Division sites throughout the service area for the storage of sand, bulk salt, and anti-ice tanks.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

By constructing covered materials storage sheds at strategic locations, crews can be prepositioned and have less travel time to refill trucks. This will increase the miles of service delivery and reduce safety risks to the public.

### 4. PROJECT BENEFITS/OUTCOMES

N/A

### 5. BUDGET REQUEST BASIS

Consistent with the strategy to closeout fund 3850, master projects in the fund will be closed when all existing subprojects are complete. This will disappropriate the remaining balance of $74,174 and close the master project as all the subprojects are complete.

### 6. FUNDING AND REVENUE DISCUSSION

N/A

### 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

# Capital Appropriation Proposal



**NARRATIVES** RSD CW SNOW&ICE MTRLS STORAGE 1127270

## 8. PROJECT STATUS

The work is complete and this master project can be closed.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD EMERGENT NEED 3855 — 1129582

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | ADMIN |
| **Substantial Completion** | |
| **Location** | Administrative |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/22 | $1,868,000 | $1,414,188 | $500,000 | $500,000 | $4,282,188 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,868,000** | **$1,414,188** | **$500,000** | **$500,000** | **$4,282,188** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39782 - CONTRIB COUNTY ROAD FUND** | $714,188 | $500,000 | $500,000 | $1,714,188 |
| **43367 - ROAD CONSTRUCT OTHER GOVT** | $700,000 | $0 | $0 | $700,000 |
| **Total Revenue** | **$1,414,188** | **$500,000** | **$500,000** | **$2,414,188** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD EMERGENT NEED 3855 1129582

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $1,868,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$1,868,000** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $1,868,000 | $1,414,188 | $0 | $3,282,188 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1,868,000** | **$1,414,188** | **$0** | **$3,282,188** |

**NARRATIVES** RSD EMERGENT NEED 3855 1129582

## Current Scope

Emergent Need Fund 3855 - This project provides funding for existing projects that experience unforeseen circumstances such as accelerations or delays.

## 1. PROJECT SCOPE

Emergent Need Fund 3855 - This project provides funding for existing projects that experience unforeseen circumstances such as accelerations or delays.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD EMERGENT NEED 3855 1129582

## 3. PROJECT JUSTIFICATION

This project allows Roads flexibility with project implementation. It is to cover costs for unforeseen circumstances and developments not anticipated at the time of budget adoption. If Roads did not have the flexibility of this project to expediently transfer appropriation, the ability of the division to proactively manage projects would be limited.

## 4. PROJECT BENEFITS/OUTCOMES

Benefits are not known at this time.

## 5. BUDGET REQUEST BASIS

This is the maximum that can be supported by the financial plan and complies with the maximum appropriation as allowed by King County Code.

## 6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund
43367 Road Construct - Other Government

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating impacts are not known at this time.

## 8. PROJECT STATUS

N/A

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A -- Admin project. Art eligibility will be determined when funds are used.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

# Capital Appropriation Proposal



**NARRATIVES** RSD EMERGENT NEED 3855 1129582

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP QUICK RESPONSE 1129584

Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP QUICK RESPONSE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $315,326 | $0 | $0 | $0 | $315,326 |
| **3 Final Design** | $557,083 | $0 | $0 | $0 | $557,083 |
| **4 Implementation** 01/01/21 - 12/31/22 | $10,123,000 | $3,064,500 | $3,000,000 | $3,000,000 | $19,187,500 |
| **5 Closeout** | $4,091 | $0 | $0 | $0 | $4,091 |
| **6 Acquisition** | $500 | $0 | $0 | $0 | $500 |
| **Total Budget** | **$11,000,000** | **$3,064,500** | **$3,000,000** | **$3,000,000** | **$20,064,500** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39782 - CONTRIB COUNTY ROAD FUND** | $3,064,500 | $3,000,000 | $3,000,000 | $9,064,500 |
| **Total Revenue** | **$3,064,500** | **$3,000,000** | **$3,000,000** | **$9,064,500** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP QUICK RESPONSE 1129584

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $282,376 | $0 | $0 | $0 | $0 | $282,376 |
| 3 Final Design | $424,490 | $0 | $0 | $0 | $0 | $424,490 |
| 4 Implementation | $4,664,440 | $0 | $0 | $0 | $0 | $4,664,440 |
| 5 Closeout | $91 | $0 | $0 | $0 | $0 | $91 |
| 6 Acquisition | $500 | $0 | $0 | $0 | $0 | $500 |
| **Total Expense** | **$5,371,897** | **$0** | **$0** | **$0** | **$0** | **$5,371,897** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $66,000 | $340,398 | $315,326 | $282,376 |
| 3 Final Design | $0 | $62,600 | $475,637 | $557,083 | $424,490 |
| 4 Implementation | $0 | $393,000 | $4,690,152 | $10,123,000 | $4,664,440 |
| 5 Closeout | $0 | $5,000 | $91 | $4,091 | $91 |
| 6 Acquisition | $0 | $0 | $500 | $500 | $500 |
| **Total** | **$0** | **$526,600** | **$5,506,778** | **$11,000,000** | **$5,371,897** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $32,950 | $0 | $0 | $32,950 |
| 3 Final Design | $132,592 | $0 | $0 | $132,592 |
| 4 Implementation | $5,458,560 | $3,064,500 | $0 | $8,523,060 |
| 5 Closeout | $4,000 | $0 | $0 | $4,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$5,628,102** | **$3,064,500** | **$0** | **$8,692,602** |

**NARRATIVES** RSD CWP QUICK RESPONSE 1129584

## Current Scope

Countywide Quick Response Program - This project allows Roads to respond to emerging needs of the public and the roadway system. The Quick Response countywide project supplies funds for sub-projects that require immediate attention, including emergency repairs associated with storm damage or other infrastructure deterioration or damage, unanticipated pedestrian or vehicle needs, or other emerging issues.

## 1. PROJECT SCOPE

Countywide Quick Response Program - This project allows Roads to respond to emerging needs of the public and the roadway system. The Quick Response countywide project supplies funds for sub-projects that require immediate attention, including emergency repairs associated with storm damage or other infrastructure deterioration or damage, unanticipated pedestrian or vehicle needs, or other emerging issues.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP QUICK RESPONSE 1129584

## 3. PROJECT JUSTIFICATION

Given the current financial situation and the accelerating rate of decline of the condition of the system, Roads by necessity is becoming a more reactive rather than proactive agency. The Quick Response countywide project will supply funds for sub-projects that arise during the year that require immediate attention. Projects can include emergency repairs associated with storm damage or other infrastructure deterioration or damage, unanticipated pedestrian or vehicle safety needs, or other emerging issues.

## 4. PROJECT BENEFITS/OUTCOMES

Benefits are not known at this time.

## 5. BUDGET REQUEST BASIS

This is the maximum that can be supported by the financial plan.

## 6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating impacts are not known at this time.

## 8. PROJECT STATUS

Responding to emergent needs is an ongoing body of work.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program will be delivered in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** RSD CWP QUICK RESPONSE 1129584

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP ROADWAY PRESERVATION 1129585

Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP ROADWAY PRESERVATION |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $250,000 | $0 | $0 | $0 | $250,000 |
| **3 Final Design** 01/01/21 - 12/31/22 | $1,473,036 | $0 | $0 | $0 | $1,473,036 |
| **4 Implementation** 01/01/21 - 12/31/22 | $42,774,810 | $8,649,588 | $5,214,475 | $4,360,567 | $60,999,440 |
| **5 Closeout** 01/01/21 - 12/31/22 | $0 | $10,000 | $0 | $0 | $10,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$44,497,846** | **$8,659,588** | **$5,214,475** | **$4,360,567** | **$62,732,476** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33341 - STPU ROAD GRANT** | $1,024,000 | $0 | $0 | $1,024,000 |
| **39782 - CONTRIB COUNTY ROAD FUND** | $7,635,588 | $5,214,475 | $4,360,567 | $17,210,630 |
| **Total Revenue** | **$8,659,588** | **$5,214,475** | **$4,360,567** | **$18,234,630** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP ROADWAY PRESERVATION 1129585

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $293,428 | $0 | $0 | $0 | $0 | $293,428 |
| 3 Final Design | $91,369 | $285,000 | $1,053,250 | $0 | $0 | $1,429,619 |
| 4 Implementation | $29,604,550 | $5,321,048 | $16,093,690 | $5,614,476 | $4,360,567 | $60,994,331 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$29,989,347** | **$5,606,048** | **$17,146,940** | **$5,614,476** | **$4,360,567** | **$62,717,378** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $293,428 | $336,472 | $250,000 | $293,428 |
| 3 Final Design | $0 | $1,429,619 | $191,104 | $1,473,036 | $376,369 |
| 4 Implementation | $0 | $73,749,433 | $29,853,990 | $42,774,810 | $34,925,598 |
| 5 Closeout | $0 | $10,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$75,482,480** | **$30,381,566** | **$44,497,846** | **$35,595,395** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($43,428) | $0 | $0 | ($43,428) |
| 3 Final Design | $1,096,667 | $0 | $1,053,250 | $43,417 |
| 4 Implementation | $7,849,212 | $8,649,588 | $16,093,690 | $405,110 |
| 5 Closeout | $0 | $10,000 | $0 | $10,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$8,902,451** | **$8,659,588** | **$17,146,940** | **$415,099** |

**NARRATIVES** RSD CWP ROADWAY PRESERVATION 1129585

## Current Scope

Countywide Roadway Preservation - This program preserves roadway infrastructure by applying cost-effective resurfacing and rehabilitation treatments to extend the life of existing roadways.

## 1. PROJECT SCOPE

Countywide Roadway Preservation - This program preserves roadway infrastructure by applying cost-effective resurfacing and rehabilitation treatments to extend the life of existing roadways.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP ROADWAY PRESERVATION 1129585

## 3. PROJECT JUSTIFICATION

Two of the goals in the 2014 Strategic Plan for Road Services are to address safety concerns, and to preserve the existing roadway network. This program serves these goals by applying preservation treatments that improve roadways' functional performance and that address their physical deterioration. Applying the most cost-effective treatment at the right time extends a roadway's useful life. With more than 1 million trips per day serving residents, connecting incorporated areas, and moving freight, the county road system is a critical component of the regional economy. As such, preserving its overall condition and functionality aligns with the County Executive's priority of Regional Mobility. If these treatments are not applied, repercussions may include -- but are not limited to -- higher lifecycle costs and user delays.

## 4. PROJECT BENEFITS/OUTCOMES

Key benefits/desired outcomes of the Roadway Preservation program include the following (with particular emphasis on major arterials and other key routes): to have all lanes open to traffic; for all lanes of traffic to have a smooth surface that is free of hazards; and no decline in capacity, speed limits, or safety.

## 5. BUDGET REQUEST BASIS

Lists of roadway projects are being developed using criteria including pavement condition score, functional designation (e.g., major or minor arterial), and other factors. A final candidate list will be set in late 2020 for construction in the 2021-2022 biennium. One subproject --218th Avenue SE Reconstruction, which is partially funded by grants -- is included in the budget request. Roads is also proposing to expand its High Risk Paving program to focus on commercial areas in Equity and Social Justice communities.

## 6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund
33341 F.A.U.S. Road Grant

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

Some of the Roadway Preservation program 2019-2020 accomplishments include:
- Completing 8.0 miles of pavement preservation treatment in the 2019 contract.
- Executing the 2020 contract which is expected to complete 9.1 miles of pavement preservation treatment.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Washington State Department of Transportation

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program will be delivered in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP ROADWAY PRESERVATION 1129585

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP DRAINAGE PRESERVATION 1129586

Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP DRAINAGE PRESERVATION |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $1,145,101 | $0 | $0 | $0 | $1,145,101 |
| **4 Implementation** 01/01/21 - 12/31/22 | $14,789,176 | $6,193,500 | $7,401,238 | $7,663,308 | $36,047,222 |
| **5 Closeout** | $20,195 | $0 | $0 | $0 | $20,195 |
| **6 Acquisition** | $45,528 | $0 | $0 | $0 | $45,528 |
| **Total Budget** | **$16,000,000** | **$6,193,500** | **$7,401,238** | **$7,663,308** | **$37,258,046** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39721 - CONTRIB SURF WATER MGT** | $3,700,000 | $3,700,000 | $3,700,000 | $11,100,000 |
| **39782 - CONTRIB COUNTY ROAD FUND** | $2,493,500 | $3,701,238 | $3,963,308 | $10,158,046 |
| **Total Revenue** | **$6,193,500** | **$7,401,238** | **$7,663,308** | **$21,258,046** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP DRAINAGE PRESERVATION 1129586

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $872,441 | $147,789 | $124,871 | $0 | $0 | $1,145,101 |
| 4 Implementation | $11,367,079 | $3,422,097 | $6,193,500 | $7,401,238 | $7,663,308 | $36,047,222 |
| 5 Closeout | $0 | $0 | $20,000 | $0 | $0 | $20,000 |
| 6 Acquisition | $41,127 | $4,401 | $0 | $0 | $0 | $45,528 |
| **Total Expense** | **$12,280,647** | **$3,574,287** | **$6,338,371** | **$7,401,238** | **$7,663,308** | **$37,257,851** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $952,441 | $998,693 | $1,145,101 | $1,020,230 |
| 4 Implementation | $0 | $36,047,132 | $12,465,250 | $14,789,176 | $14,789,176 |
| 5 Closeout | $0 | $0 | $0 | $20,195 | $0 |
| 6 Acquisition | $0 | $45,528 | $43,013 | $45,528 | $45,528 |
| **Total** | **$0** | **$37,045,101** | **$13,506,956** | **$16,000,000** | **$15,854,934** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $124,871 | $0 | $124,871 | $0 |
| 4 Implementation | $1 | $6,193,500 | $6,193,500 | $1 |
| 5 Closeout | $20,195 | $0 | $20,000 | $195 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$145,067** | **$6,193,500** | **$6,338,371** | **$196** |

**NARRATIVES** RSD CWP DRAINAGE PRESERVATION 1129586

## Current Scope

Countywide Drainage Preservation - This program funds the replacement and preservation of aging drainage systems and other associated infrastructure in compliance with current codes and standards. Projects may include new infrastructure; repairs of failing systems, ditches and shoulder (which help water to properly drain off roads); or other drainage features.

## 1. PROJECT SCOPE

Countywide Drainage Preservation - This program funds the replacement and preservation of aging drainage systems and other associated infrastructure in compliance with current codes and standards. Projects may include new infrastructure; repairs of failing systems, ditches and shoulder (which help water to properly drain off roads); or other drainage features.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP DRAINAGE PRESERVATION 1129586

## 3. PROJECT JUSTIFICATION

This program provides critical drainage preservation work addressing safety concerns, protecting the roads from failure, meets regulatory requirements and promotes improved water quality.

Two of the goals in the 2014 Strategic Plan for Road Services are to address safety concerns, and to preserve and maintain the existing roadway network. This program will protect road users, and improve and maintain the roadway structure by eliminating failed or failing drainage systems, restoring structural capacity, and preventing water damage to public and private properties.

Drainage preservation is a critical risk management program for the Road Services Division due to its funding limitations. Even one season of not maintaining the drainage system can result in the loss of many links in the roadway network. Water that is not managed immediately can damage or destroy roads. During the February 2020 flood, Roads had over $10 million in damage at 46 locations, and at one point in time, there were over 30 roads closed which greatly impacted local and regional mobility. Standing water and ponding is a major safety hazard to road users. Failing drainage infrastructure can result in collapsed roadways, landslides, flooding, property damage and associated risks to life safety.

Another goal of the strategic plan is to meet regulatory requirements or standards. The program's work is regulated by federal statutes, state laws and regulations, and King County Code.

## 4. PROJECT BENEFITS/OUTCOMES

The goals of the Drainage Preservation program are to have minimal water on the roadway with little to no impact on travelers, and no water damage to infrastructure or private property.

## 5. BUDGET REQUEST BASIS

A list of projects from the existing backlog is chosen at the beginning of each year based on the priority array. However, water is a very powerful erosive force, and can cause significant damage during or as a result of storm events if existing systems are not in good condition. Because the county's system is old, and many parts are at or near the end of their design life, new drainage problem sites continually arise and are added to the priority array. Some of these will have high priority scores and may supplant the projects originally planned for the year Projects supplanted will be revisited in the next review or if their priority score increases.

## 6. FUNDING AND REVENUE DISCUSSION

39721 Contribution - Surface Water Management
39782 Contribution -- County Road Fund

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

The Drainage Preservation program constructs up to 80 projects in a biennium. Generally, the solution is replacing the failed system but it could also include new pipe or catch basins to collect water that is adversely affecting to road system or private property.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

King County Department of Natural Resources and Parks, Water and Land Resources Division

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program will be delivered in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP DRAINAGE PRESERVATION 1129586

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP GUARDRAIL PRESERVATION 1129587

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP GUARDRAIL PRESERVATION |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $620,000 | $0 | $0 | $0 | $620,000 |
| **4 Implementation** 01/01/21 - 12/31/22 | $7,160,000 | $1,000,000 | $200,000 | $0 | $8,360,000 |
| **5 Closeout** | $10,000 | $0 | $0 | $0 | $10,000 |
| **6 Acquisition** | $10,000 | $0 | $0 | $0 | $10,000 |
| **Total Budget** | **$7,800,000** | **$1,000,000** | **$200,000** | **$0** | **$9,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39782 - CONTRIB COUNTY ROAD FUND** | $1,000,000 | $200,000 | $0 | $1,200,000 |
| **Total Revenue** | **$1,000,000** | **$200,000** | **$0** | **$1,200,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP GUARDRAIL PRESERVATION 1129587

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $204,095 | $273,000 | $142,905 | $0 | $0 | $620,000 |
| 4 Implementation | $2,982,589 | $1,058,000 | $4,119,411 | $200,000 | $0 | $8,360,000 |
| 5 Closeout | $0 | $10,000 | $0 | $0 | $0 | $10,000 |
| 6 Acquisition | $0 | $0 | $10,000 | $0 | $0 | $10,000 |
| **Total Expense** | **$3,186,683** | **$1,341,000** | **$4,272,316** | **$200,000** | **$0** | **$8,999,999** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $477,095 | $393,834 | $620,000 | $477,095 |
| 4 Implementation | $0 | $5,240,589 | $3,090,872 | $7,160,000 | $4,040,589 |
| 5 Closeout | $0 | $10,000 | $0 | $10,000 | $10,000 |
| 6 Acquisition | $0 | $0 | $0 | $10,000 | $0 |
| **Total** | **$0** | **$5,727,684** | **$3,484,706** | **$7,800,000** | **$4,527,684** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $142,905 | $0 | $142,905 | $0 |
| 4 Implementation | $3,119,411 | $1,000,000 | $4,119,411 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $10,000 | $0 | $10,000 | $0 |
| **Total** | **$3,272,316** | **$1,000,000** | **$4,272,316** | **$0** |

**NARRATIVES** RSD CWP GUARDRAIL PRESERVATION 1129587

## Current Scope

Countywide Guardrail Preservation - The project identifies and prioritizes existing guardrail to be refurbished or upgraded to current standards. Program work includes installing reflectors on guardrail according to federal standards, upgrading or installing end terminals, and raising guardrail to current standard regulated height.

## 1. PROJECT SCOPE

Countywide Guardrail Preservation - The project identifies and prioritizes existing guardrail to be refurbished or upgraded to current standards. Program work includes installing reflectors on guardrail according to federal standards, upgrading or installing end terminals, and raising guardrail to current standard regulated height.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP GUARDRAIL PRESERVATION 1129587

## 3. PROJECT JUSTIFICATION

The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This program will improve the safety of the system by upgrading existing guardrail and guardrail end terminals. This includes identifying and replacing existing end terminals that are missing or do not meet current standards. This project will also install guideposts on the guardrail according to federal standards. Other work includes raising guardrail to current standard height recommended by Washington State Department of Transportation Design Standards. Upgrading existing guardrail and guardrail end terminals will make the road safer and may lessen the severity of crashes.

## 4. PROJECT BENEFITS/OUTCOMES

The goal of the 2021-2022 Guardrail Preservation program is to have no decline in safety on major arterials and other key routes.

## 5. BUDGET REQUEST BASIS

A priority array is being developed based on a listing of locations where existing guardrail and guardrail end terminals are located which need to be refurbished or upgraded. Priority projects on some of the higher volume roadways in the county system will be selected for design and construction from this array.

## 6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

Some of the Guardrail Preservation 2019-2020 program accomplishments include:
- Completing upgrades to 34 Tier 1 arterials involving 351 guardrail systems.
- Concurrent with CIP project 1129594 CWP Guardrail Construction, design, advertise and construct upgrades to three roadways and 10 existing guardrail systems.
- Design, advertise and start constructing upgrades to 17 Tier 2 roadways involving 163 guardrail systems. This project is expected to be completed in 2021.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program will be delivered in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP GUARDRAIL PRESERVATION 1129587

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP BRIDGE PRIORITY MAINT 1129588

Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP BRIDGE PRIORITY MAINT |
| **Substantial Completion** | |
| **Location** | Various Locations throughout unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $147,947 | $0 | $0 | $0 | $147,947 |
| **4 Implementation** 01/01/21 - 12/31/22 | $3,966,909 | $1,103,220 | $855,137 | $1,526,611 | $7,451,877 |
| **5 Closeout** | $7,884 | $0 | $0 | $0 | $7,884 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$4,122,740** | **$1,103,220** | **$855,137** | **$1,526,611** | **$7,607,708** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39782 - CONTRIB COUNTY ROAD FUND** | $612,900 | $666,743 | $725,316 | $2,004,959 |
| **39789 - CONTRIB REET #1** | $490,320 | $188,394 | $801,295 | $1,480,009 |
| **Total Revenue** | **$1,103,220** | **$855,137** | **$1,526,611** | **$3,484,968** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP BRIDGE PRIORITY MAINT 1129588

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $137,947 | $10,000 | $0 | $0 | $0 | $147,947 |
| 4 Implementation | $1,856,986 | $1,253,200 | $1,103,220 | $855,137 | $1,526,611 | $6,595,154 |
| 5 Closeout | $0 | $5,000 | $0 | $0 | $0 | $5,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,994,933** | **$1,268,200** | **$1,103,220** | **$855,137** | **$1,526,611** | **$6,748,101** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $147,947 | $147,672 | $147,947 | $147,947 |
| 4 Implementation | $0 | $7,120,104 | $1,960,601 | $3,966,909 | $3,110,186 |
| 5 Closeout | $0 | $5,000 | $898 | $7,884 | $5,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$7,273,051** | **$2,109,171** | **$4,122,740** | **$3,263,133** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $856,723 | $1,103,220 | $1,103,220 | $856,723 |
| 5 Closeout | $2,884 | $0 | $0 | $2,884 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$859,607** | **$1,103,220** | **$1,103,220** | **$859,607** |

**NARRATIVES** RSD CWP BRIDGE PRIORITY MAINT 1129588

## Current Scope

Countywide Bridge Priority Maintenance - This project funds high priority preservation and maintenance projects to keep the aging bridge inventory serviceable and safe for the traveling public. Project activities may include load upgrades, scour mitigation, re-decking, bridge rail repairs or retrofits, superstructure and substructure repairs, painting, etc.

## 1. PROJECT SCOPE

Countywide Bridge Priority Maintenance - This project funds high priority preservation and maintenance projects to keep the aging bridge inventory serviceable and safe for the traveling public. Project activities may include load upgrades, scour mitigation, re-decking, bridge rail repairs or retrofits, superstructure and substructure repairs, painting, etc.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP BRIDGE PRIORITY MAINT 1129588

## 3. PROJECT JUSTIFICATION

Two of the goals in the 2014 Strategic Plan for Road Services are to address safety concerns, and to preserve and maintain the existing roadway network. With limited revenues and many unfunded transportation needs in King County, emphasis is placed on keeping the existing bridge infrastructure serviceable and safe for the traveling public. Regular federally mandated routine inspections identify repairs for the bridges. These repairs are prioritized based on: structural safety, traffic safety and the potential to reduce frequent maintenance. These repairs may include load upgrades, scour mitigation, redecking, bridge rail repairs or retrofits, superstructure and substructure repairs, painting, etc. Preserving the county's bridges will benefit mobility, aligning with the County Executive's priority of Regional Mobility. If bridge repairs and maintenance are deferred, these structures will deteriorate quicker, and reactive strategies such as imposing load restrictions or closing the bridge will need to be implemented.

## 4. PROJECT BENEFITS/OUTCOMES

The goals of the Bridge Priority Maintenance program are to have all bridges opened, with no restrictions on bridges on major arterials and other key routes.

## 5. BUDGET REQUEST BASIS

In addition to Road Fund, REET 1 will support this project. Each year, bridge engineers analyze the backlog of work orders and determine which bridges will be worked on based on priority of the required work, need, and structural and traffic safety issues. As often as possible, multiple work orders for a bridge are bundled into one project which allows for efficiency and cost-effectiveness in delivering the program. Routine, day-to-day projects are scheduled in the operating fund, and projects to maintain the useful life of the asset are scheduled in this CIP countywide project.

## 6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund
39789 -- Real Estate Excise Tax

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

Some of the Bridge Priority Maintenance program 2019-2020 accomplishments include:
- Completing a load upgrade on Stossel Bridge #1023 by replacing rivets with high strength bolts at select critical locations to prevent the bridge from being load-restricted.
- Completing epoxy bridge deck overlays on Overflow Bridge #3217 and Preston Frontage Bridge #5046
- Removing a log jam at Lake Dorothy Bridge #359B.
- Repairing the north timber tower foundation on Baring Bridge #509A.
- Washing four bridges.

Roads expects to paint Flaming Geyser Bridge #3024, a 27-year-old steel bridge, to prevent premature corrosion of the steel members, and to repair Judd Creek Bridge #3184, including replacing the expansion joint, replacing the ledge beam and replacing bearing pads at the north end approach span.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

**NARRATIVES** RSD CWP BRIDGE PRIORITY MAINT 1129588

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP HIGH COLLISION SAFETY 1129590

Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP HIGH COLLISION SAFETY |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $78,799 | $0 | $0 | $0 | $78,799 |
| **3 Final Design** | $111,601 | $0 | $0 | $0 | $111,601 |
| **4 Implementation** 01/01/21 - 12/31/22 | $5,163,090 | $2,256,477 | $2,500,000 | $2,300,000 | $12,219,567 |
| **5 Closeout** | $23,000 | ($11,527) | $0 | $0 | $11,473 |
| **6 Acquisition** | $30,000 | $0 | $0 | $0 | $30,000 |
| **Total Budget** | **$5,406,490** | **$2,244,950** | **$2,500,000** | **$2,300,000** | **$12,451,440** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33341 - STPU ROAD GRANT** | $1,744,950 | $0 | $0 | $1,744,950 |
| **39782 - CONTRIB COUNTY ROAD FUND** | $500,000 | $2,500,000 | $2,300,000 | $5,300,000 |
| **Total Revenue** | **$2,244,950** | **$2,500,000** | **$2,300,000** | **$7,044,950** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP HIGH COLLISION SAFETY 1129590

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $2,078 | $30,520 | $0 | $0 | $0 | $32,598 |
| 3 Final Design | $0 | $0 | $111,601 | $0 | $0 | $111,601 |
| 4 Implementation | $2,611,629 | $259,480 | $3,209,421 | $3,788,900 | $2,300,000 | $12,169,430 |
| 5 Closeout | $3,473 | $0 | $3,000 | $5,000 | $0 | $11,473 |
| 6 Acquisition | $661 | $0 | $29,339 | $0 | $0 | $30,000 |
| **Total Expense** | **$2,617,841** | **$290,000** | **$3,353,361** | **$3,793,900** | **$2,300,000** | **$12,355,102** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $125,000 | $80,804 | $78,799 | $32,598 |
| 3 Final Design | $0 | $279,600 | $0 | $111,601 | $0 |
| 4 Implementation | $0 | $7,909,029 | $2,611,861 | $5,163,090 | $2,871,109 |
| 5 Closeout | $0 | $11,473 | $5,378 | $23,000 | $3,473 |
| 6 Acquisition | $0 | $30,000 | $661 | $30,000 | $661 |
| **Total** | **$0** | **$8,355,102** | **$2,698,704** | **$5,406,490** | **$2,907,841** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $46,201 | $0 | $0 | $46,201 |
| 3 Final Design | $111,601 | $0 | $111,601 | $0 |
| 4 Implementation | $2,291,981 | $2,256,477 | $3,209,421 | $1,339,037 |
| 5 Closeout | $19,527 | ($11,527) | $3,000 | $5,000 |
| 6 Acquisition | $29,339 | $0 | $29,339 | $0 |
| **Total** | **$2,498,649** | **$2,244,950** | **$3,353,361** | **$1,390,238** |

**NARRATIVES** RSD CWP HIGH COLLISION SAFETY 1129590

## Current Scope

Countywide High Collision Safety - This program improves the safety of the roadway network by making improvements to reduce the rate of collisions on roads in unincorporated King County. Improvements include, but are not limited to, traffic control signals and signs, pavement markings, lighting and the installation of High Friction Surface Treatment (HFST) on roadways.

## 1. PROJECT SCOPE

Countywide High Collision Safety - This program improves the safety of the roadway network by making improvements to reduce the rate of collisions on roads in unincorporated King County. Improvements include, but are not limited to, traffic control signals and signs, pavement markings, lighting and the installation of High Friction Surface Treatment (HFST) on roadways.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP HIGH COLLISION SAFETY 1129590

## 3. PROJECT JUSTIFICATION

The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This program will improve the safety of the system by identifying intersections and roadway sections with high crash rates and determine corrective measures to reduce the occurrence of collisions. In addition, this program also complies with federal and Washington State Department of Transportation requirements for local agencies to have a Local Road Safety Plan.

## 4. PROJECT BENEFITS/OUTCOMES

This program reduces collisions at intersections or on roadway sections that have been identified as having a high crash rate.

## 5. BUDGET REQUEST BASIS

The budget request allows the Roads Division to begin making improvements recommended in the 2020 High Collision Safety report. In addition, funding is included to make interim improvements at the intersection of SE Kent-Kangley Road and Landsburg Road SE.

## 6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund
33341 STPU Road Grant

## 7. OPERATING BUDGET AND OTHER IMPACTS

Significant reduction in liability risk due to improvement of the asset(s).

## 8. PROJECT STATUS

Some of the High Collision Safety 2019-2020 accomplishments include:
- Completing the 2020 High Collision Safety Report.
- Receiving a 2019 County Safety Selection grant to design and install HFST on up to 21 priority roadway segments and intersections identified within the High Collision Report. Design started in 2020, and advertisement for installation is expected in early 2022. Grant funding is $2.9 million with an expected total project budget of about $3.2 million.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Washington State Department of Transportation

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

A subset of high collision projects may be completed in the vicinity of ESJ communities; these projects will produce positive impacts to the community due to improved safety. All high collision projects will be designed and constructed in alignment with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** RSD CWP HIGH COLLISION SAFETY 1129590

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP SCHOOL ZONE SAFETY 1129591

Master Project, Green Building Reporting

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP SCHOOL ZONE SAFETY |
| **Substantial Completion** | |
| **Location** | School zones in unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/22 | $1,369,200 | $167,150 | $111,123 | $120,886 | $1,768,359 |
| **5 Closeout** | $5,000 | $0 | $0 | $0 | $5,000 |
| **6 Acquisition** | $6,800 | $0 | $0 | $0 | $6,800 |
| **Total Budget** | **$1,381,000** | **$167,150** | **$111,123** | **$120,886** | **$1,780,159** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39782 - CONTRIB COUNTY ROAD FUND** | $167,150 | $111,123 | $120,886 | $399,159 |
| **Total Revenue** | **$167,150** | **$111,123** | **$120,886** | **$399,159** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP SCHOOL ZONE SAFETY 1129591

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $937,892 | $250,000 | $348,458 | $111,123 | $120,886 | $1,768,359 |
| 5 Closeout | $0 | $0 | $5,000 | $0 | $0 | $5,000 |
| 6 Acquisition | $0 | $0 | $6,800 | $0 | $0 | $6,800 |
| **Total Expense** | **$937,892** | **$250,000** | **$360,258** | **$111,123** | **$120,886** | **$1,780,159** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,782,051 | $947,050 | $1,369,200 | $1,187,892 |
| 5 Closeout | $0 | $0 | $0 | $5,000 | $0 |
| 6 Acquisition | $0 | $0 | $2,176 | $6,800 | $0 |
| **Total** | **$0** | **$1,782,051** | **$949,226** | **$1,381,000** | **$1,187,892** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $181,308 | $167,150 | $348,458 | $0 |
| 5 Closeout | $5,000 | $0 | $5,000 | $0 |
| 6 Acquisition | $6,800 | $0 | $6,800 | $0 |
| **Total** | **$193,108** | **$167,150** | **$360,258** | **$0** |

**NARRATIVES** RSD CWP SCHOOL ZONE SAFETY 1129591

## Current Scope

Countywide School Zone Safety - This program improves the safety of students, pedestrians and others using roads near schools in unincorporated King County by implementing traffic calming measures as needed, including safety-related signs, marked crosswalks, radar activated speed signs, flashing beacons, or paved sidewalks or pathways.

## 1. PROJECT SCOPE

Countywide School Zone Safety - This program improves the safety of students, pedestrians and others using roads near schools in unincorporated King County by implementing traffic calming measures as needed, including safety-related signs, marked crosswalks, radar activated speed signs, flashing beacons, or paved sidewalks or pathways.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP SCHOOL ZONE SAFETY 1129591

## 3. PROJECT JUSTIFICATION

The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This multi-decade program implements a variety of traffic calming approaches to improve the safety of pedestrians and other users in school zones in unincorporated King County. These approaches include, but are not limited to, marked crosswalks, radar activated speed signs, flashing beacons, or paved sidewalks or pathways.

## 4. PROJECT BENEFITS/OUTCOMES

The goal of the School Zone Safety program is to reduce collisions involving vehicles and pedestrians, and reduce speeding in school zones.

## 5. BUDGET REQUEST BASIS

The program prioritizes schools for mainly signage improvements and flashing beacon installation based on input from school districts coupled with other screening criteria, such as speed counts, collision rates and other characteristics unique to each school. Walkway locations were first prioritized based on field observations and analysis for future development considerations. Then a secondary set of criteria was applied, such as level of walking activity, current walking surface conditions, width of the paved walking surface, presence of nearby schools where siblings may attend, and level of school bus service.

In addition to these improvements, Roads requests additional funds to add 300 feet of missing sidewalk on S 360th Street between 32nd Avenue S and the property line of Sequoyah Middle School, benefitting students at the middle school and Lakeland Elementary School.

## 6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

Some of the School Zone Safety program 2019-2020 accomplishments include:
- Installing flashing beacons and upgrade signing in school zones at Thunder Mountain Middle School in Enumclaw, Louisa May Alcott Elementary and Tesla STEM High schools in Redmond, Sawyer Woods Elementary School in Black Diamond, Fall City Elementary School in Fall City, Lake Dolloff Elementary and Kilo Middle schools in Auburn, Timberline Middle School in Redmond, and at Beverly Park Elementary School in Glendale.
- Installing an Americans with Disabilities Act ramp and a marked crossing on 8th Avenue S north of S 100th Street, benefitting students at Beverly Park Elementary School.

Roads expects to construct a pathway on the north shoulder of S 298th Street, from 36th Place S to 39th Place S, benefitting students at Camelot Elementary School, and construct a pathway on 42nd Avenue S between S 278th Street and Valhalla Elementary School, benefiting students at the Valhalla school.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program will be delivered in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

**NARRATIVES** RSD CWP SCHOOL ZONE SAFETY 1129591

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CIP OVERSIGHT 3855 — 1129841

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/22 | $62,269 | $47,822 | $0 | $0 | $110,091 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$62,269** | **$47,822** | **$0** | **$0** | **$110,091** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39782 - CONTRIB COUNTY ROAD FUND** | $47,822 | $0 | $0 | $47,822 |
| **Total Revenue** | **$47,822** | **$0** | **$0** | **$47,822** |

### EXPENSE RSD CIP OVERSIGHT 3855 1129841

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $32,042 | $0 | $47,822 | $0 | $0 | $79,864 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$32,042** | **$0** | **$47,822** | **$0** | **$0** | **$79,864** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $32,042 | $62,269 | $32,042 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$32,042** | **$62,269** | **$32,042** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $30,227 | $47,822 | $47,822 | $30,227 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$30,227** | **$47,822** | **$47,822** | **$30,227** |

## NARRATIVES

RSD CIP OVERSIGHT 3855 1129841

### Current Scope

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 1. PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Budget appropriation supports the cost of capital project oversight work by the King County Auditor, based on the allocation formula.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal



**NARRATIVES** RSD CIP OVERSIGHT 3855 1129841

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP FLOOD CONTROL DISTRICT 1131333

Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP FLOOD CONTROL DISTRICT |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/21 - 12/31/22 | $350,000 | $499,948 | $200,000 | $0 | $1,049,948 |
| **3 Final Design** 01/01/21 - 12/31/22 | $1,300,939 | $538,037 | $600,000 | $1,330,000 | $3,768,976 |
| **4 Implementation** 01/01/21 - 12/31/22 | $8,302,186 | $2,364,715 | $2,200,000 | $0 | $12,866,901 |
| **5 Closeout** | $10,000 | $0 | $0 | $0 | $10,000 |
| **6 Acquisition** | $247,875 | ($4,000) | $0 | $0 | $243,875 |
| **Total Budget** | **$10,211,000** | **$3,398,700** | **$3,000,000** | **$1,330,000** | **$17,939,700** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **44179 - ROAD C E SWM** | $3,398,700 | $3,000,000 | $1,330,000 | $7,728,700 |
| **Total Revenue** | **$3,398,700** | **$3,000,000** | **$1,330,000** | **$7,728,700** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP FLOOD CONTROL DISTRICT 1131333

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $233,156 | $100,000 | $500,000 | $200,000 | $0 | $1,033,156 |
| 3 Final Design | $876,303 | $352,721 | $600,000 | $600,000 | $1,330,000 | $3,759,024 |
| 4 Implementation | $2,132,448 | $3,797,000 | $3,274,000 | $2,785,000 | $0 | $11,988,448 |
| 5 Closeout | $0 | $0 | $10,000 | $0 | $0 | $10,000 |
| 6 Acquisition | $19,407 | $67,000 | $151,000 | $0 | $0 | $237,407 |
| **Total Expense** | **$3,261,314** | **$4,316,721** | **$4,535,000** | **$3,585,000** | **$1,330,000** | **$17,028,035** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,049,948 | $309,934 | $350,000 | $333,156 |
| 3 Final Design | $0 | $3,768,976 | $1,120,744 | $1,300,939 | $1,229,024 |
| 4 Implementation | $0 | $12,866,901 | $2,135,034 | $8,302,186 | $5,929,448 |
| 5 Closeout | $0 | $10,000 | $0 | $10,000 | $0 |
| 6 Acquisition | $0 | $243,875 | $19,407 | $247,875 | $86,407 |
| **Total** | **$0** | **$17,939,700** | **$3,585,119** | **$10,211,000** | **$7,578,035** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $16,844 | $499,948 | $500,000 | $16,792 |
| 3 Final Design | $71,914 | $538,037 | $600,000 | $9,951 |
| 4 Implementation | $2,372,738 | $2,364,715 | $3,274,000 | $1,463,453 |
| 5 Closeout | $10,000 | $0 | $10,000 | $0 |
| 6 Acquisition | $161,468 | ($4,000) | $151,000 | $6,468 |
| **Total** | **$2,632,964** | **$3,398,700** | **$4,535,000** | **$1,496,664** |

**NARRATIVES** RSD CWP FLOOD CONTROL DISTRICT 1131333

## Current Scope

Countywide Flood Control District - To perform projects to address locations where recurring flood events have impacted or have the potential to impact local communities.

## 1. PROJECT SCOPE

Countywide Flood Control District - To perform projects to address locations where recurring flood events have impacted or have the potential to impact local communities.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP FLOOD CONTROL DISTRICT 1131333

## 3. PROJECT JUSTIFICATION

The King County Flood Control District is a special purpose government created to provide funding and policy oversight for flood protection projects and programs in King County. The District and the Road Services Division partnered together on identifying projects to address locations where recurring flood events have impacted or have the potential to impact local communities. Projects include flooded roadway mitigation and bridge scour projects.

## 4. PROJECT BENEFITS/OUTCOMES

The goal of the Flood Control District program is to reduce flooding which impact local communities or have resulted in bridge scour.

## 5. BUDGET REQUEST BASIS

Staff from Roads and the King County Flood Control District partnered together on identifying projects to address locations where recurring flood events have impacted or have the potential to impact local communities

## 6. FUNDING AND REVENUE DISCUSSION

44179 Road C E SWM

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

Some of the Flood Control District program 2019-2020 accomplishments include:
- Repairing an existing failed revetment and extending a mechanically stabilized earth wall to prevent undercutting of the riverbank and the roadway on SE David Powell Road near house #36621 outside of Fall City.
- Replacing a pipe and catch basin system that control flows from an upstream stormwater detention facility and carries Madsen Creek under 162nd Avenue SE in Fairwood.
- Continuing design of a project to replace an existing cross culvert on 380th Place at SR164 east of the City of Auburn.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

King County Flood Control District

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program will be delivered in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

**NARRATIVES** RSD CWP FLOOD CONTROL DISTRICT 1131333

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP TRAFFIC SAFETY 1134093

Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP TRAFFIC SAFETY |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $993,000 | $1,615,900 | $655,000 | $1,344,000 | $4,607,900 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$993,000** | **$1,615,900** | **$655,000** | **$1,344,000** | **$4,607,900** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39782 - CONTRIB COUNTY ROAD FUND** | $660,000 | $208,000 | $1,000,000 | $1,868,000 |
| **39789 - CONTRIB REET #1** | $955,900 | $447,000 | $344,000 | $1,746,900 |
| **Total Revenue** | **$1,615,900** | **$655,000** | **$1,344,000** | **$3,614,900** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP TRAFFIC SAFETY 1134093

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $111,409 | $457,297 | $1,615,900 | $655,000 | $1,344,000 | $4,183,606 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$111,409** | **$457,297** | **$1,615,900** | **$655,000** | **$1,344,000** | **$4,183,606** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,744,900 | $172,911 | $993,000 | $568,706 |
| 5 Closeout | $0 | $6,100 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,751,000** | **$172,911** | **$993,000** | **$568,706** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $424,294 | $1,615,900 | $1,615,900 | $424,294 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$424,294** | **$1,615,900** | **$1,615,900** | **$424,294** |

**NARRATIVES** RSD CWP TRAFFIC SAFETY 1134093

## Current Scope

Countywide Traffic Safety - This program funds improvements to safety on the roadways in unincorporated King County. This can include installing flashing yellow arrows, milling transverse rumble strips in the roadway, or adding lighting.

## 1. PROJECT SCOPE

Countywide Traffic Safety - This program funds improvements to safety on the roadways in unincorporated King County. This can include installing flashing yellow arrows, milling transverse rumble strips in the roadway, or adding lighting.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This program will fund improvements to the roadway system to benefit all users.

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP TRAFFIC SAFETY 1134093

## 4. PROJECT BENEFITS/OUTCOMES

The goal of the Traffic Safety program is to install appropriate measures, such as flashing yellow arrow signals, roadway lightings, radar speed signs, etc., to improve the safety of the roadway network.

## 5. BUDGET REQUEST BASIS

Appropriating REET 1 and County Road Fund. Priority arrays are in the process of being developed where safety measures can benefit all road users. Priority projects will be selected for design and construction from this array.

## 6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund
39789 Real Estate Excise Tax1

## 7. OPERATING BUDGET AND OTHER IMPACTS

Positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

Some of the Traffic Safety program 2019-2020 accomplishments include:
- Installing 108 milled transverse rumble strips at various locations throughout the county, replacing existing thermoplastic rumble strips for increased longevity and lower maintenance.
- Installing a raised crosswalk on Eastridge Drive NE and NE 113th Way, off NE Novelty Hill Road, including signing and rectangular rapid flashing beacons.
- Installing street lighting at two all-way stop-controlled intersections and five crosswalks.
- Designing and installing left-turn channelization lighting at five Tier 1 intersections.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program will be delivered in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** RSD CWP TRAFFIC SAFETY 1134093

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP OBSOLETE IT SYS RPLMNT 1134094

IT Project, Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP OBSOLETE IT SYS RPLMNT |
| **Substantial Completion** | |
| **Location** | Countywide |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $300,000 | $0 | $0 | $0 | $300,000 |
| **3 Final Design** | $240,000 | $0 | $0 | $0 | $240,000 |
| **4 Implementation** 01/01/21 - 12/31/22 | $650,000 | ($300,000) | $0 | $0 | $350,000 |
| **5 Closeout** | $10,000 | $0 | $0 | $0 | $10,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,200,000** | **($300,000)** | **$0** | **$0** | **$900,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($300,000) | $0 | $0 | ($300,000) |
| **Total Revenue** | **($300,000)** | **$0** | **$0** | **($300,000)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP OBSOLETE IT SYS RPLMNT 1134094

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $300,000 | $0 | $0 | $0 | $300,000 |
| 3 Final Design | $0 | $240,000 | $0 | $0 | $0 | $240,000 |
| 4 Implementation | $0 | $144,000 | $206,000 | $0 | $0 | $350,000 |
| 5 Closeout | $0 | $0 | $10,000 | $0 | $0 | $10,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$684,000** | **$216,000** | **$0** | **$0** | **$900,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $300,000 | $300,000 |
| 3 Final Design | $0 | $0 | $0 | $240,000 | $240,000 |
| 4 Implementation | $0 | $1,200,000 | $79,540 | $650,000 | $144,000 |
| 5 Closeout | $0 | $0 | $0 | $10,000 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,200,000** | **$79,540** | **$1,200,000** | **$684,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $506,000 | ($300,000) | $206,000 | $0 |
| 5 Closeout | $10,000 | $0 | $10,000 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$516,000** | **($300,000)** | **$216,000** | **$0** |

**NARRATIVES** RSD CWP OBSOLETE IT SYS RPLMNT 1134094

## Current Scope

Obsolete IT System Replacement Projects - Evaluate five obsolete legacy Roads applications, determine the best option for replacing each (e.g., leverage existing County systems, buy or build), then implement the selected best option.

## 1. PROJECT SCOPE

Obsolete IT System Replacement Projects - Evaluate five obsolete legacy Roads applications, determine the best option for replacing each (e.g., leverage existing County systems, buy or build), then implement the selected best option.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP OBSOLETE IT SYS RPLMNT 1134094

## 3. PROJECT JUSTIFICATION

The obsolete systems in need of replacement are: 1) Capital Improvement Program (CIP) database; 2) Cultural Resources database; 3) BizDocs; 4) Roads Map Vault (RMV); 5) Scales database. They are built on old technology no longer supported by King County Information Technology (KCIT), making them difficult and expensive to support and increasing business risk. Further, they are not able to be integrated with other Roads or County systems, cannot leverage geospatial capabilities, and lack functionality needed by the business. The state of these applications results in decreased productivity and efficiency, requires manual processes, and causes staff to spend time detecting and correcting errors. There is also an ongoing risk of system failure and loss of business continuity.

## 4. PROJECT BENEFITS/OUTCOMES

The primary benefit is reducing risk of system failure/business disruption and maintaining service levels by replacing obsolete technology.

Additional benefits of modernizing these applications include:
1. Improved services for both internal and external customers due to enhanced functionality and usability for planning, budgeting, performance monitoring, engineering and maintenance activities;
2. Cost savings for support and maintenance activities;
3. Streamlined and integrated systems that deliver operational efficiencies by reducing redundant processing and labor intensive work and rework, and allowing users to perform other, more critical work;
4. Greater compatibility with other Roads and County software and systems;
5. Increased efficiency in complying with regulatory mandates; and
6. Improved ability to leverage systems and data for more informed analysis, reporting and decision making -- both within Roads and across the County.

## 5. BUDGET REQUEST BASIS

Sub-projects will be completed in the 2021-2022 biennium and this project will be closed. Unused appropriation is being transferred to the new Maintenance Management System Replacement project #1139749.

## 6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund

## 7. OPERATING BUDGET AND OTHER IMPACTS

Reduction in risk of system(s) failure(s), reduction in the number of systems needed to complete work, and reduction in staff time spent manipulating multiple parallel processes, fixing errors and troubleshooting system problems.

## 8. PROJECT STATUS

Some of the Obsolete IT Replacement 2019-2020 accomplishments include:
- Selecting PRISM as the solution to replace the CIP Database. Roads used PRISM to submit the FY2021-2022 6-year CIP budget request, and will continue to fully implement the application over the next year.
- Choosing a vendor to replace Bizdocs and RMV. Implementation is expected in late 2020.

In addition, Roads expects to choose a solution to replace the Scales database in late 2020 with implementation in 2021. In addition, it also expects to choose a replacement for the Cultural Resources database in late 2020 with implementation by Q1 2021.

## 9. ALTERNATIVES ANALYSIS

N/A

**NARRATIVES** RSD CWP OBSOLETE IT SYS RPLMNT 1134094

## 10. OTHER AGENCY INVOLVEMENT

KCIT - partner
WLRD and other agencies as needed - owners of potential County software that may present opportunities for solutions
DNRP - user of Cultural Resources Database

## 11. ART ELIGIBILITY

This is a technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

Chief Information Officer and Office of Performance, Strategy and Budget Critical Success Factors and Conditions:
1. Leveraging existing County systems (MBP, ESRI, etc.) is required for all six applications so that system architecture/platforms are consistent with KCIT standards.
2. Complete a gap analysis if any existing County system doesn't meet business requirements.
3. Discuss with DPER if DPER has a business need for any of these databases and address accordingly. Report outcomes to PSB.
4. Identify possible synergies to the remaining 27 systems as while evaluating leveraging existing county systems, and identify those out of 27, that may potentially be addressed by solutions for these six applications and the existing county platforms.
5. ART review required.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

1. Effective digital systems - replacing the existing systems with modern, standardized and platform-based applications will reduce risk and enable Roads to more effectively meet customer needs/expectations through improved service delivery.
2. Workforce empowerment - existing systems are an impediment to effective processes and maturity. Modernizing these systems will enable staff to perform more valuable activities - including business process improvements - rather than focusing on break-fix.
3. Data driven - modern and integrated applications will enable Roads to better understand its current environment, assess opportunities, measure results and make more informed decisions. BizDocs and RMV will also improve public access to data.

## 16. PROJECT COMPLEXITY

The project's complexity is LOW, based on four areas using the complexity matrix tool (""Complexity Scoring"" -1 is low, 5 is high):
A. Business impact and scope - the project impacts operations within a division or medium/large team, and the teams to be impacted are generally in support of the need for change (Score: 1).
B. Business leadership and visibility - the project sponsor is Roads Director Rick Brater with authority to manage change to the division's operations (Score: 1).
C. Technology impact and risk - the project will upgrade technology but with only a minor impact to technology services/operations (Score: 1).
D. Technical solution approach - there are vendor options and in-house options for each application, but the direction of each will be determined by the project (Score: 3). KCIT will work with Roads to conduct thorough options analysis for each system in order to determine the most desirable solution approach.

**NARRATIVES** RSD CWP OBSOLETE IT SYS RPLMNT 1134094

## 17. CAPACITY TO IMPLEMENT THE PROJECT

The project was based on Roads' IT Roadmap for 2018-2020. Roads has supported this effort by leveraging KCIT's on-demand project proposal service to validate scope, identify risks and mitigation plans, estimate costs, etc. Roads formed a steering committee including a cross section of division leaders and managers, as well as the division's IT Service Delivery Manager. This will help ensure that the project is successfully managed and expresses Roads' full commitment to its success.

Roads has substantial IT project implementation experience. Its IT portfolio is comprised of almost 30 systems, a handful of which are publicly accessible and core to Roads' operations. Roads understands the value of robust IT systems and the criticality of implementing them on-time, within scope, and with the full involvement of division leadership.

## 18. PROJECT RISKS

Schedule -- Low Risk
The project length of four years is generous. To minimize this risk, the project will pursue each application replacement as a separate effort. None of the systems are dependent on one another. This project will also make every attempt to leverage existing automation and/or platforms to minimize time and cost.

Cost -- Low Risk
KCIT estimated costs for custom developing the applications instead of leveraging existing applications/platforms. Custom development is extremely time consuming and expensive. The County already has viable, modern applications for Roads' most complex systems (CIP, Roads Map Vault/BizDocs, Scales database) which can be piloted and implemented much more quickly and inexpensively than custom applications. This project includes an options analysis for all applications that will consider one-time and recurring costs. Roads will target the highest priority systems first and may defer replacement for other systems if necessary.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP CLVRT RPLCMT FISH PASS 1135045

Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP CLVRT RPLCMT FISH PASS |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $2,210,000 | $200,000 | $0 | $0 | $2,410,000 |
| **3 Final Design** | $157,518 | $600,000 | $0 | $0 | $757,518 |
| **4 Implementation** 01/01/21 - 12/31/22 | $2,087,482 | $3,495,000 | $2,580,000 | $2,580,000 | $10,742,482 |
| **5 Closeout** | $5,000 | $5,000 | $20,000 | $20,000 | $50,000 |
| **6 Acquisition** | $62,000 | $0 | $0 | $0 | $62,000 |
| **Total Budget** | **$4,522,000** | **$4,300,000** | **$2,600,000** | **$2,600,000** | **$14,022,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39721 - CONTRIB SURF WATER MGT** | $4,300,000 | $2,600,000 | $2,600,000 | $9,500,000 |
| **Total Revenue** | **$4,300,000** | **$2,600,000** | **$2,600,000** | **$9,500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP CLVRT RPLCMT FISH PASS 1135045

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $287,147 | $696,007 | $434,369 | $0 | $0 | $1,417,523 |
| 3 Final Design | $6,013 | $677,413 | $1,521,892 | $0 | $0 | $2,205,318 |
| 4 Implementation | $271,481 | $500,000 | $4,016,001 | $2,580,000 | $2,580,000 | $9,947,482 |
| 5 Closeout | $0 | $0 | $10,000 | $20,000 | $20,000 | $50,000 |
| 6 Acquisition | $7,637 | $22,000 | $360,868 | $0 | $0 | $390,505 |
| **Total Expense** | **$572,278** | **$1,895,420** | **$6,343,130** | **$2,600,000** | **$2,600,000** | **$14,010,828** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,417,523 | $765,496 | $2,210,000 | $983,154 |
| 3 Final Design | $0 | $2,205,318 | $6,013 | $157,518 | $683,426 |
| 4 Implementation | $0 | $6,077,482 | $280,896 | $2,087,482 | $771,481 |
| 5 Closeout | $0 | $30,000 | $0 | $5,000 | $0 |
| 6 Acquisition | $0 | $390,505 | $8,297 | $62,000 | $29,637 |
| **Total** | **$0** | **$10,120,828** | **$1,060,702** | **$4,522,000** | **$2,467,698** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $1,226,846 | $200,000 | $434,369 | $992,477 |
| 3 Final Design | ($525,908) | $600,000 | $1,521,892 | ($1,447,800) |
| 4 Implementation | $1,316,001 | $3,495,000 | $4,016,001 | $795,000 |
| 5 Closeout | $5,000 | $5,000 | $10,000 | $0 |
| 6 Acquisition | $32,363 | $0 | $360,868 | ($328,505) |
| **Total** | **$2,054,302** | **$4,300,000** | **$6,343,130** | **$11,172** |

**NARRATIVES** RSD CWP CLVRT RPLCMT FISH PASS 1135045

## Current Scope

Countywide Culvert Replacement Fish Passage - Increase the safety and condition of the road system and enhance fish passage by replacing culverts that are in poor or failing condition, or undersized, with new culverts designed to be fish passable.

## 1. PROJECT SCOPE

Countywide Culvert Replacement Fish Passage - Increase the safety and condition of the road system and enhance fish passage by replacing culverts that are in poor or failing condition, or undersized, with new culverts designed to be fish passable.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP CLVRT RPLCMT FISH PASS 1135045

## 3. PROJECT JUSTIFICATION

This program supports the Road Services Division's drainage asset management need to replace culverts at end of their lifecycle and King County Executive Dow Constantine's Clean Water and Healthy Habitat initiative.

Culverts that are in poor condition or undersized pose a risk of failure that can result in collapse of the roadway, landslides, flooding, damage to public and private property, and associated risks to life safety. When culverts reach the end of their life cycle they need to be replaced with new infrastructure designed to current standards in order to mitigate risk and provide appropriate drainage functionality.

Culverts that are not designed to be fish passable block access to important upstream habitat necessary for the sustainability of fish species. Roads' proposed Culvert Replacement and Fish Passage projects are included in Executive Constantine's broader county fish passage program (led by the Water and Land Resources Division), which complements the county's collaboration with tribal governments and long-standing support for watershed-based salmon recovery efforts. The county initiated work with federal, state, and tribal officials to develop a fish passage program for watersheds. Originally conceived in late 2017, the program took on greater meaning following a June 2018 U.S. Supreme Court ruling that required the state of Washington to fix state-owned fish passage barriers within the Puget Sound area in order to avoid violating tribal treaty rights.

## 4. PROJECT BENEFITS/OUTCOMES

The benefits of culvert replacement include safe and effective conveyance of surface water under roadways, protecting the road infrastructure from water damage, and allowing migrating fish unimpeded access to upstream habitat.

## 5. BUDGET REQUEST BASIS

The 2021-2022 budget request includes funds to construct fish passable culverts on NE Woodinville Duvall Road at 172nd Street outside of the City of Duvall, NE Lake Joy Road at NE 118th Place near the City of Carnation, and 284th Avenue SE near #46913 outside the City of Enumclaw. It also requests funds to start designing replacement projects on 156th Avenue and SE 240th Street near Ham Lake, and SE 240th Street at #17401 near the Covington Community Park, and to continue the design of a project on 185th Avenue NE and NE 179th Street near Cottage Lake.

Culvert replacement projects will be designed using a combination of Roads engineering staff resources and consultant services. Some culvert project construction will be done by the existing Roads drainage crew and, when the crew's capacity is exceeded, contractors will be used.

In 2021-2022, the apportionment of the Road drainage crew funding is approximately 74 percent from the Drainage Preservation Program and 26 percent from the Roads Culvert Replacement and Fish Passage Programmatic Project funding. Combined, this funds Roads existing drainage crew, which also performs many other types of essential drainage repair and preservation activities, such as replacing collapsing or failing pipe systems, culvert replacements, storm response, and emergent needs response. (It should be noted that drainage work requires a full crew complement; it is not possible to operate with a partial crew.)

## 6. FUNDING AND REVENUE DISCUSSION

39721 Contribution - Surface Water Management Base

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive impacts due to the improvement of the asset(s).

## 8. PROJECT STATUS

Some of the Fish Passage and Culvert Replacement program 2019-2020 accomplishments include:
- Constructing culvert replacements on NE 170th Street near #22233 outside of Duvall and Green River Road SE near #28728 at the Mary Olson Farm.
- Completing design on 11 replacement projects.
- Completing preliminary design on one project and starting a feasibility analysis on another.

## 9. ALTERNATIVES ANALYSIS

N/A

**NARRATIVES** RSD CWP CLVRT RPLCMT FISH PASS 1135045

## 10. OTHER AGENCY INVOLVEMENT

WLRD – Leads county's overall fish passage, habitat, and water quality programs
Indian Tribes – Fisheries co-manager with Washington Department of Fish and Wildlife (WDFW)
WDFW- Fisheries co-manager with tribes

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program will be delivered in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP 2019-20 BRIDGE SAFETY 1135073

Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP 2019-20 BRIDGE SAFETY |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/18 - 03/31/23 | $2,657,956 | ($240,000) | $0 | $1,000,000 | $3,417,956 |
| **3 Final Design** 12/01/19 - 05/31/24 | $6,372,391 | $0 | $0 | $3,500,000 | $9,872,391 |
| **4 Implementation** 05/01/21 - 03/31/27 | $1,462,570 | $10,540,634 | $21,929,228 | $0 | $33,932,432 |
| **5 Closeout** | $48,000 | $9,000 | $71,000 | $0 | $128,000 |
| **6 Acquisition** 06/01/19 - 05/31/24 | $2,601,578 | $0 | $0 | $0 | $2,601,578 |
| **Total Budget** | **$13,142,495** | **$10,309,634** | **$22,000,228** | **$4,500,000** | **$49,952,357** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $112,769 | $222,844 | $0 | $335,613 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33343 - FEDERAL BRIDGE GRANT** | $4,722,114 | $2,808,000 | $0 | $7,530,114 |
| **39113 - GENERAL OBLIGATION BONDS** | $5,587,520 | $19,192,228 | $0 | $24,779,748 |
| **39782 - CONTRIB COUNTY ROAD FUND** | $0 | $0 | $4,500,000 | $4,500,000 |
| **Total Revenue** | **$10,309,634** | **$22,000,228** | **$4,500,000** | **$36,809,862** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP 2019-20 BRIDGE SAFETY 1135073

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $887,974 | $624,723 | $19,417 | $0 | $1,000,000 | $2,532,114 |
| 3 Final Design | $75,586 | $1,536,070 | $3,847,101 | $552,181 | $3,500,000 | $9,510,938 |
| 4 Implementation | $70,395 | $16,000 | $8,800,892 | $18,049,771 | $6,994,292 | $33,931,350 |
| 5 Closeout | $0 | $0 | $6,000 | $19,906 | $35,000 | $60,906 |
| 6 Acquisition | $10,925 | $31,105 | $1,471,051 | $464,000 | $0 | $1,977,081 |
| **Total Expense** | **$1,044,880** | **$2,207,898** | **$14,144,461** | **$19,085,858** | **$11,529,292** | **$48,012,389** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $1,532,114 | $1,164,902 | $2,657,956 | $1,512,697 |
| 3 Final Design | $0 | $6,010,938 | $391,012 | $6,372,391 | $1,611,656 |
| 4 Implementation | $0 | $33,931,150 | $70,427 | $1,462,570 | $86,395 |
| 5 Closeout | $0 | $60,906 | $0 | $48,000 | $0 |
| 6 Acquisition | $0 | $1,977,081 | $23,645 | $2,601,578 | $42,030 |
| **Total** | **$0** | **$43,512,189** | **$1,649,986** | **$13,142,495** | **$3,252,778** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $1,145,259 | ($240,000) | $19,417 | $885,842 |
| 3 Final Design | $4,760,735 | $0 | $3,847,101 | $913,634 |
| 4 Implementation | $1,376,175 | $10,540,634 | $8,800,892 | $3,115,917 |
| 5 Closeout | $48,000 | $9,000 | $6,000 | $51,000 |
| 6 Acquisition | $2,559,548 | $0 | $1,471,051 | $1,088,497 |
| **Total** | **$9,889,717** | **$10,309,634** | **$14,144,461** | **$6,054,890** |

**NARRATIVES** RSD CWP 2019-20 BRIDGE SAFETY 1135073

## Current Scope

Countywide 2019-2020 Bridge Safety - To replace bridges affected by new federal requirements, or which have been prioritized for replacement to correct structural or functional deficiencies. These requirements may have resulted in restrictions on heavy vehicles, which pose public safety concerns if not promptly and systematically addressed. Seven bridges will be replaced in the 2019-2020 Bridge Safety program:

- S 277th Street Bridge #3126
- Ames Lake Trestle Bridge #1320A
- Baring Bridge #509A
- Boise X Connection #3055A
- Coal Creek Bridge #3035A
- Fifteen Mile Creek Bridge #493C
- Upper Tokul Creek Bridge #271B

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP 2019-20 BRIDGE SAFETY 1135073

## 1. PROJECT SCOPE

Countywide 2019-2020 Bridge Safety - To replace bridges affected by new federal requirements, or which have been prioritized for replacement to correct structural or functional deficiencies. These requirements may have resulted in restrictions on heavy vehicles, which pose public safety concerns if not promptly and systematically addressed. Seven bridges will be replaced in the 2019-2020 Bridge Safety program:
- S 277th Street Bridge #3126
- Ames Lake Trestle Bridge #1320A
- Baring Bridge #509A
- Boise X Connection #3055A
- Coal Creek Bridge #3035A
- Fifteen Mile Creek Bridge #493C
- Upper Tokul Creek Bridge #271B

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Following a bridge collapse, and, more importantly, a recent decision by the Federal Highway Administration (FHWA) to allow heavier trucks on roads, the FHWA developed new calculations for determining the weight that a bridge can safely carry.

King County owns and maintains 178 vehicular bridges, and, as mandated, is evaluating each of them using current bridge condition information and the new federal standards to calculate bridge weight carrying capacity between now and the federal deadline of 2022. So far, Road Services has evaluated 112 bridges and determined new vehicle weight restrictions are necessary for 23 bridges.

One immediate impact from load limiting these bridges is that trucks will detour onto roads less appropriate for heavy truck traffic, for example, through residential areas or onto narrow, winding, or steep roads. Another concern is that emergency responders may be delayed i certain types of fire apparatus are unable to cross a bridge on the most direct route. There is also the risk that, despite the county's best efforts to enforce the weight restrictions, some overweight trucks will not comply with posted weight restrictions and cross bridges, resulting in structural damage, or even a potential bridge collapse.

Structural damage from violations of the weight conditions could lead to unsafe conditions for travelers and/or the need to close bridges indefinitely to all traffic, resulting in significant consequences for communities and the transportation system. To reduce risks to public safety and regional mobility, it is imperative that the county initiate and continue a bridge replacement program.

## 4. PROJECT BENEFITS/OUTCOMES

The goal of the 2019-2020 Bridge Safety program is to replace seven bridges with new assets which will be designed and constructed to current standards.

## 5. BUDGET REQUEST BASIS

The 2021-2022 proposed budget requests REET funds to pay the debt service on bonds to construct S 277th Street Bridge #3126 and Upper Tokul Creek Bridge #271B in the 2021-2022 biennium.

It also programs Federal Bridge Local Program (FBLP) grant funds to construct Coal Creek Bridge #3035A in 2021, and to construct Boise X Connection Bridge #3055A and Fifteen Mile Creek Bridge #493C in 2023 (these bridges are expected to advertise in late 2022 for construction in 2023 and the full construction funding is needed when the project is advertised).

Funds carried over from previous years will fund ongoing design efforts for replacing Ames Lake Trestle Bridge #1320A and Baring Bridge #509A.

These projects will become standalone projects in a 2021-2022 budget supplemental. Funds appropriated for 2025-2026 will support designing three additional bridges. A new project for those bridge designs will be created in a 2021-2022 budget supplemental.

**NARRATIVES** RSD CWP 2019-20 BRIDGE SAFETY 1135073

## 6. FUNDING AND REVENUE DISCUSSION

33343 Federal Bridge Grant 39782
Contribution – County Road Fund
39789 Contribution – REET1

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

In 2019-2020, Roads expects to complete the preferred alternative selection and preliminary design to replace:
- S 277th Street Bridge #3126
- Ames Lake Trestle Bridge #1320A
- Baring Bridge #509A
- Coal Creek Bridge #3035A
- Upper Tokul Bridge #271B

In addition, Roads expects to complete the preferred alternative selection to replace Fifteen Mile Creek Bridge #493C.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

Washington State Department of Transportation

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program will be delivered in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD SE REINIG ROAD DRAINAGE IMPROVEMENT CULVERT (RSD SE REINIG RD DRNG IMPR CUL) 1139144

Green Building Reporting

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 3 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | SE Reinig Road near North Fork Road SE |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/21 - 12/31/21 | $0 | $100,000 | $0 | $0 | $100,000 |
| **3 Final Design** 01/01/22 - 12/31/23 | $0 | $220,000 | $0 | $0 | $220,000 |
| **4 Implementation** 01/01/24 - 12/31/24 | $0 | $1,125,000 | $0 | $0 | $1,125,000 |
| **5 Closeout** 01/01/25 - 12/31/25 | $0 | $5,000 | $0 | $0 | $5,000 |
| **6 Acquisition** 01/01/23 - 12/13/23 | $0 | $50,000 | $0 | $0 | $50,000 |
| **Total Budget** | **$0** | **$1,500,000** | **$0** | **$0** | **$1,500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33437 - RURAL ARTERIAL TRUST ACCT** | $1,500,000 | $0 | $0 | $1,500,000 |
| **Total Revenue** | **$1,500,000** | **$0** | **$0** | **$1,500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD SE REINIG RD DRNG IMPR CUL 1139144

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $100,000 | $0 | $0 | $100,000 |
| 3 Final Design | $0 | $0 | $110,000 | $110,000 | $0 | $220,000 |
| 4 Implementation | $0 | $0 | $0 | $1,125,000 | $0 | $1,125,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $5,000 | $5,000 |
| 6 Acquisition | $0 | $0 | $0 | $50,000 | $0 | $50,000 |
| **Total Expense** | **$0** | **$0** | **$210,000** | **$1,285,000** | **$5,000** | **$1,500,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $100,000 | $100,000 | $0 |
| 3 Final Design | $0 | $220,000 | $110,000 | $110,000 |
| 4 Implementation | $0 | $1,125,000 | $0 | $1,125,000 |
| 5 Closeout | $0 | $5,000 | $0 | $5,000 |
| 6 Acquisition | $0 | $50,000 | $0 | $50,000 |
| **Total** | **$0** | **$1,500,000** | **$210,000** | **$1,290,000** |

**NARRATIVES** RSD SE REINIG RD DRNG IMPR CUL 1139144

## Current Scope

SE Reinig Road Drainage Improvement Culvert - Increase the safety and condition of Reinig Road and enhance fish passage by replacing the undersized culvert with a new culvert of fish passable design

## 1. PROJECT SCOPE

SE Reinig Road Drainage Improvement Culvert - Increase the safety and condition of Reinig Road and enhance fish passage by replacing the undersized culvert with a new culvert of fish passable design

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD SE REINIG RD DRNG IMPR CUL 1139144

## 3. PROJECT JUSTIFICATION

The project was identified through a comprehensive county effort to inventory and field inspect all county drainage assets, assess risk and consequence of failure, and prioritize asset replacement to support implementation of a drainage asset management system. Thirty-three drainage assets were identified as critical in the Road Right-of-Way Drainage Trunk Line Assessment Report prepared by HDR and submitted to the King County Council in 2016. This project ranked in the top 33 most urgently needed replacements due to its high risk of failure based on the report of locational deficiencies and structural condition.

The existing culvert on SE Reinig Road near North Fork Road SE is inadequately sized, restricting water flow and impacting fish migration, and causes annual flooding on nearby roadways and private property.

## 4. PROJECT BENEFITS/OUTCOMES

The benefits of this culvert replacement project include safe and effective conveyance of surface water under roadways, protecting the road infrastructure from water damage, and allowing migrating fish unimpeded access to habitat.

## 5. BUDGET REQUEST BASIS

The budget request is based on currently available estimates for designing and constructing the project. The Road Services Division has applied for a Rural Arterial Program grant, funded by the County Road Administration Board, for this project. The budget request programs these grant funds in the event the grant is awarded.

## 6. FUNDING AND REVENUE DISCUSSION

33437 Rural Arterial Trust Acct

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

New.

## 9. ALTERNATIVES ANALYSIS

Replacing the culvert is the only alternative to correcting the undersized culvert.

## 10. OTHER AGENCY INVOLVEMENT

County Road Administration Board

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will be designed and constructed in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project and the manner in which it is delivered is aligned with the 2020 proposed Strategic Climate Action, specifically GHG reduction. This project is anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

**NARRATIVES** RSD SE REINIG RD DRNG IMPR CUL 1139144

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP AMERICANS WITH DISABILITIES ACT PROGRAM (RSD CWP ADA PROGRAM) 1139147

Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP ADA PROGRAM |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 01/31/22 | $0 | $300,000 | $319,627 | $347,706 | $967,333 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$300,000** | **$319,627** | **$347,706** | **$967,333** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39789 - CONTRIB REET #1** | $300,000 | $319,627 | $347,706 | $967,333 |
| **Total Revenue** | **$300,000** | **$319,627** | **$347,706** | **$967,333** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP ADA PROGRAM 1139147

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $300,000 | $319,627 | $347,706 | $967,333 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$300,000** | **$319,627** | **$347,706** | **$967,333** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $967,334 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$967,334** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $300,000 | $300,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$300,000** | **$300,000** | **$0** |

**NARRATIVES** RSD CWP ADA PROGRAM 1139147

## Current Scope

Coutywide ADA Program - This program will repair and modify road infrastructures such as sidewalks, curb ramps, crosswalks, and crosswalk signal push buttons to be in compliance with the Americans with Disabilities Act (ADA).

## 1. PROJECT SCOPE

Coutywide ADA Program - This program will repair and modify road infrastructures such as sidewalks, curb ramps, crosswalks, and crosswalk signal push buttons to be in compliance with the Americans with Disabilities Act (ADA).

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP ADA PROGRAM 1139147

## 3. PROJECT JUSTIFICATION

The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This program will improve the safety of the system by upgrading pedestrian facilities such as curb ramps, sidewalks, and crosswalk signal push buttons. These facilities are critical in facilitating people with mobility impairments to reach their destination and avoid conflict with vehicular traffic.

Roads is completing an ADA Transition Plan that will guide future upgrades to pedestrian infrastructure associated with the unincorporated King County road network. The Federal Highway Administration sets regulations to implement federal ADA. These regulations require that pedestrian facilities such as curb ramps and signal push buttons be upgraded to standard whenever a roadway is altered as part of a roadway reconstruction, rehabilitation or asphalt surface overlay project.

## 4. PROJECT BENEFITS/OUTCOMES

The goal of the ADA program is to repair and modify the road infrastructure to make it safer for all road users.

## 5. BUDGET REQUEST BASIS

The REET 1 budget request allows the Roads Division to begin making improvements as identified in Roads' ADA Transition Plan.

## 6. FUNDING AND REVENUE DISCUSSION

32192 Franchise Fee

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

New.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program will be delivered in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP ADA PROGRAM 1139147

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CWP BRIDGE LOAD UPGRD SFTY 1139286

Master Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | RSD CWP BRIDGE LOAD UPGRD SFTY |
| **Substantial Completion** | |
| **Location** | Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/22 | $0 | $780,000 | $1,080,000 | $800,000 | $2,660,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$780,000** | **$1,080,000** | **$800,000** | **$2,660,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39789 - CONTRIB REET #1** | $780,000 | $1,080,000 | $800,000 | $2,660,000 |
| **Total Revenue** | **$780,000** | **$1,080,000** | **$800,000** | **$2,660,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD CWP BRIDGE LOAD UPGRD SFTY 1139286

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $780,000 | $1,080,000 | $800,000 | $2,660,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$780,000** | **$1,080,000** | **$800,000** | **$2,660,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,325,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,325,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $780,000 | $780,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$780,000** | **$780,000** | **$0** |

**NARRATIVES** RSD CWP BRIDGE LOAD UPGRD SFTY 1139286

## Current Scope

Countywide Bridge Load Upgrade Safety - To implement rehabilitation for load-limited bridges to reduce or remove weight carrying restrictions.

## 1. PROJECT SCOPE

Countywide Bridge Load Upgrade Safety - To implement rehabilitation for load-limited bridges to reduce or remove weight carrying restrictions.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD CWP BRIDGE LOAD UPGRD SFTY 1139286

## 3. PROJECT JUSTIFICATION

Following a bridge collapse, and, more importantly, a recent decision by the Federal Highway Administration (FHWA) to allow heavier trucks on roads, the FHWA developed new calculations for determining the weight that a bridge can safely carry.

King County owns and maintains 178 vehicular bridges, and, as mandated, is evaluating each of them using current bridge condition information and the new federal standards to calculate bridge weight carrying capacity between now and the federal deadline of2022. So far, Road Services has evaluated 112 bridges and determined new vehicle weight restrictions are necessary for 23 bridges. It is anticipated, however, that the number of weight restricted bridges will increase as the analysis of all county bridges is completed by2022.

This program will perform load upgrades on select existing load restricted bridges or on any future bridge that requires it to be load restricted. Candidate bridges for these safety repairs will be chosen based on the feasibility of the repairs, their constructability, are economical to implement and have a benefit to impacted users.

## 4. PROJECT BENEFITS/OUTCOMES

The goals of the Bridge Load Upgrade Safety program is to reduce or remove weight carrying restrictions on bridges which may be load-limited under new federal regulations.

## 5. BUDGET REQUEST BASIS

Using REET 1, initial funding will be used for a feasibility study of the bridges which are currently load restricted. Based on an initial review, engineers anticipate needing to review 12 load-restricted bridges in the feasibility study. The remaining 11 load-restricted bridges are either under 1135073 RSD CWP 2019-2020 BRIDGE SAFETY program for replacement or have a high priority as a future replacement candidate identified in the Annual Bridge Safety Report. The study will establish the need and prioritize bridges identified for load upgrades by reviewing each bridge, and providing load upgrade alternatives, feasibility, methods and/or concepts, remaining life and anticipated project costs. Design will begin in 2022 on bridges prioritized and selected for rehabilitation based on the results of the feasibility report.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

New.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This program will be delivered in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This program will be delivered in alignment with the 2020 proposed Strategic Climate Action, specifically GHG reduction. Annual scorecards completed for this capital program are anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

**NARRATIVES** RSD CWP BRIDGE LOAD UPGRD SFTY 1139286

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD MAINTENANCE MANAGEMENT SYSTEM REPLACEMENT (RSD MMS REPLACEMENT) 1139749

IT Project

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $1,000,000 | $0 | $0 | $1,000,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,000,000** | **$0** | **$0** | **$1,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $300,000 | $0 | $0 | $300,000 |
| **39782 - CONTRIB COUNTY ROAD FUND** | $700,000 | $0 | $0 | $700,000 |
| **Total Revenue** | **$1,000,000** | **$0** | **$0** | **$1,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD MMS REPLACEMENT 1139749

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $1,000,000 | $0 | $0 | $1,000,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,000,000** | **$0** | **$0** | **$1,000,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,000,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,000,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,000,000 | $1,000,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,000,000** | **$1,000,000** | **$0** |

**NARRATIVES** RSD MMS REPLACEMENT 1139749

## Current Scope

Maintenance Management System Replacement - To evaluate options and replace Roads legacy maintenance management system (MMS) to meet County Road Administration Board (CRAB) regulatory requirements. With the new system, Roads staff will be able to manage work accomplishment, actual expenditures, time and labor, units of measure through Oracle EBS integration. Currently these are manual processes.

## 1. PROJECT SCOPE

Maintenance Management System Replacement - To evaluate options and replace Roads legacy maintenance management system (MMS) to meet County Road Administration Board (CRAB) regulatory requirements. With the new system, Roads staff will be able to manage work accomplishment, actual expenditures, time and labor, units of measure through Oracle EBS integration. Currently these are manual processes.

# Capital Appropriation Proposal



**NARRATIVES** RSD MMS REPLACEMENT 1139749

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

In the summer of 2011 Roads implemented Roadworks (Cityworks) and in January of 2012 Oracle EBS and PeopleSoft went live. Since that time as an unintended effect of the Oracle EBS and PeopleSoft implementation, the current Roads MMS application has lost the ability to consume essential regulatory information such as: work accomplishment, actual expenditures, time and labor, and units of measure through Oracle EBS integration. The current state results in decreased productivity and efficiency, requires manual processes and numerous workarounds. This presents a high risk for reporting accuracy and tracking for internal requirements and state mandated regulatory requirements. The MMS application is built on .NET and SQL technologies. Modernizing the platform is desired to keep up with current and future technologies in order to position MMS to integrate with current and future systems.

This project addresses an Essential Service and ensures Roads is in compliance with planning and maintenance activities for assets as required by county and state code.

## 4. PROJECT BENEFITS/OUTCOMES

Existing technology does not have the functionality of the legacy system in place prior to the implementation of Oracle EBS. This project will replace the current system with one that will restore prior functionality and create integration points with current financial, human capital and asset management systems. Roads Maintenance funding is dependent on timely and accurate reporting to federal and state agencies and, therefore, having a resilient and reliable system is critical. This project will:
-Automate development of planned expenditures versus actual expenditures reports and eliminate all manual steps. Standardized process will allow additional staff the ability to generate reports; increase the accuracy, and reduce the time required to generate reports.
-Automate capturing planned versus actual work accomplishments for maintenance of the roadway infrastructure throughout the year to monitor work.

## 5. BUDGET REQUEST BASIS

Transfer Road operating funds that were previously allocated to IT consulting and unused funds from Project 1134094 Obsolete IT System Replacement to fund this project. The request will support evaluation of options and replacement of the legacy system. Roads will pursue a strategy that evaluates the best solutions with emphasis on leveraging existing county systems and purchased applications. Roads will carefully assess the potential solutions and costs in order to maximize its investment and minimize the risk of insufficient funding.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Reduction in risk of system failure; reduction in the number of systems needed to complete work; and reduction in staff time spent manipulating multiple parallel processes, fixing errors and troubleshooting system problems.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Alternatives analysis will be completed Q2 2021.

## 10. OTHER AGENCY INVOLVEMENT

King County Information Technology - Evaluate current system, recommend best option(s), and develop solution.
King County Business Resource Center - Partner in evaluation and development of interfaces needed to connect MMS to PeopleSoft and Oracle EBS.

## 11. ART ELIGIBILITY

Technology project that does not consist of major physical infrastructure construction.

**NARRATIVES** RSD MMS REPLACEMENT 1139749

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

N/A

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

1. Effective digital systems - replacing the existing system with a modern, standardized and platform-based application will reduce risk and enable Roads to more effectively meet customer needs/expectations through improved service delivery.
2. Workforce empowerment - existing system is an impediment to effective processes and maturity. Modernizing this system will enable staff to perform more valuable activities - including business process improvements - rather than focusing on break-fix.
3. Data driven - modern and integrated applications will enable Roads to better understand its current environment, assess opportunities, measure results and make more informed decisions.

## 16. PROJECT COMPLEXITY

The project has high technical complexity due to the amount of legacy application coding and gaps in interfaces to Oracle EBS and PeopleSoft that will introduce a major change to the technology. Moderate business complexity due to mandatory annual reporting requirements that impact funding.

Mitigation: We will work with KCIT, product vendor, and other internal agency partners to leverage standardized supported workflows and technologies that are industry standard, supported, and common to county practice. Collaboration with a strong technical support group and project team within Roads, partnering with KCIT will ensure on-time delivery. Extra effort and attention during the planning phase will help align the necessary resources and set the direction for successful implementation.

## 17. CAPACITY TO IMPLEMENT THE PROJECT

Roads has substantial IT project implementation experience. Its IT portfolio is comprised of almost 30 systems, a handful of which are publicly accessible and core to Roads' operations. Roads understands the value of robust IT systems and the criticality of implementing them on-time, within scope, and with the full involvement of division leadership. Roads is dedicated to devoting resources on the business side to ensure project success.

## 18. PROJECT RISKS

(High) – Potential customization effort to meet the specific Roads business needs and unavailability of an industry standard COTS application solution.

Mitigation: The project team will identify customizations, configurations and research available options to utilize out of box functionalities and to eliminate as many customizations as possible. Upfront analysis created by KCIT Business Analyst team will help provide input to the project team to guide the functional and technical requirements of the project.

(Medium) – Availability of EBS interface(s) that will meet Roads' requirements or a lead-time for the BRC/KCIT to develop them related to the timing of this project

Mitigation: Involve BRC early and work with KCIT to develop integrations from Oracle that can benefit many applications

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD BEALL RD SW RESTOR CULVERT 1139810

Art Eligible

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $50,000 | $0 | $0 | $50,000 |
| **3 Final Design** | $0 | $95,000 | $0 | $0 | $95,000 |
| **4 Implementation** | $0 | $400,000 | $0 | $0 | $400,000 |
| **5 Closeout** | $0 | $5,000 | $0 | $0 | $5,000 |
| **6 Acquisition** | $0 | $25,000 | $0 | $0 | $25,000 |
| **Total Budget** | **$0** | **$575,000** | **$0** | **$0** | **$575,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33437 - RURAL ARTERIAL TRUST ACCT** | $575,000 | $0 | $0 | $575,000 |
| **Total Revenue** | **$575,000** | **$0** | **$0** | **$575,000** |

### EXPENSE RSD BEALL RD SW RESTOR CULVERT 1139810

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $50,000 | $0 | $0 | $50,000 |
| **3 Final Design** | $0 | $0 | $50,000 | $45,000 | $0 | $95,000 |
| **4 Implementation** | $0 | $0 | $0 | $400,000 | $0 | $400,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $5,000 | $5,000 |
| **6 Acquisition** | $0 | $0 | $0 | $25,000 | $0 | $25,000 |
| **Total Expense** | **$0** | **$0** | **$100,000** | **$470,000** | **$5,000** | **$575,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $50,000 | $0 | $0 | $0 |
| 3 Final Design | $0 | $95,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $400,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $5,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $25,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$575,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $50,000 | $50,000 | $0 |
| 3 Final Design | $0 | $95,000 | $50,000 | $45,000 |
| 4 Implementation | $0 | $400,000 | $0 | $400,000 |
| 5 Closeout | $0 | $5,000 | $0 | $5,000 |
| 6 Acquisition | $0 | $25,000 | $0 | $25,000 |
| **Total** | **$0** | **$575,000** | **$100,000** | **$475,000** |

## NARRATIVES

RSD BEALL RD SW RESTOR CULVERT 1139810

### Current Scope

Beall Road SW Culvert Restoration - To increase the safety and condition of Beall Road SW by replacing the badly corroded drainage culvert with a new one or lining the culvert.

### 1. PROJECT SCOPE

Beall Road SW Culvert Restoration - To increase the safety and condition of Beall Road SW by replacing the badly corroded drainage culvert with a new one or lining the culvert.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

The project was identified through a comprehensive county effort to inventory and field inspect all county drainage assets, assess risk and consequence of failure, and prioritize asset replacement to support implementation of a drainage asset management system. Thirty-three drainage assets were identified as critical in the Road Right-of-Way Drainage Trunk Line Assessment Report prepared by HDR and submitted to the King County Council in 2016. This project ranked in the top 33 most urgently needed replacements due to its high risk of failure based on the report of locational deficiencies and structural condition.

The existing drainage pipe on Beall Road SW is badly corroded and could collapse at anytime resulting in road washout.

### 4. PROJECT BENEFITS/OUTCOMES

The benefits of the culvert replacement project include safe and effective conveyance of surface water under roadways, and protecting the road infrastructure from water damage.

# Capital Appropriation Proposal



**NARRATIVES** RSD BEALL RD SW RESTOR CULVERT 1139810

## 5. BUDGET REQUEST BASIS

The budget request is based on currently available estimates for designing and constructing the project. The Road Services Division has applied for a Rural Arterial Program grant, funded by the County Road Administration Board, for this project. The budget request programs these grant funds in the event the grant is awarded.

## 6. FUNDING AND REVENUE DISCUSSION

33437 Rural Arterial Trust Acct

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

New.

## 9. ALTERNATIVES ANALYSIS

Replacing or lining the drainage pipe are the only alternatives for correcting the corrosion problem on this culvert.

## 10. OTHER AGENCY INVOLVEMENT

County Road Administration Board.

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will be designed and constructed in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project and the manner in which it is delivered is aligned with the 2020 proposed Strategic Climate Action, specifically GHG reduction. This project is anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD SE 384TH DRAINAGE IMPROVEMENT CULVERT (RSD SE384TH DRNG IMPRV CULVERT) 1139811

Art Eligible

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 7 |
| **Fund** | 3855 COUNTY ROAD MAJOR MAINTENANCE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $100,000 | $0 | $0 | $100,000 |
| **3 Final Design** | $0 | $220,000 | $0 | $0 | $220,000 |
| **4 Implementation** | $0 | $750,000 | $0 | $0 | $750,000 |
| **5 Closeout** | $0 | $5,000 | $0 | $0 | $5,000 |
| **6 Acquisition** | $0 | $75,000 | $0 | $0 | $75,000 |
| **Total Budget** | **$0** | **$1,150,000** | **$0** | **$0** | **$1,150,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33437 - RURAL ARTERIAL TRUST ACCT** | $1,150,000 | $0 | $0 | $1,150,000 |
| **Total Revenue** | **$1,150,000** | **$0** | **$0** | **$1,150,000** |

### EXPENSE RSD SE384TH DRNG IMPRV CULVERT 1139811

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $100,000 | $0 | $0 | $0 | $100,000 |
| **3 Final Design** | $0 | $0 | $220,000 | $0 | $0 | $220,000 |
| **4 Implementation** | $0 | $0 | $0 | $750,000 | $0 | $750,000 |
| **5 Closeout** | $0 | $0 | $0 | $5,000 | $0 | $5,000 |
| **6 Acquisition** | $0 | $0 | $75,000 | $0 | $0 | $75,000 |
| **Total Expense** | **$0** | **$100,000** | **$295,000** | **$755,000** | **$0** | **$1,150,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $100,000 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$100,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($100,000) | $100,000 | $0 | $0 |
| 3 Final Design | $0 | $220,000 | $220,000 | $0 |
| 4 Implementation | $0 | $750,000 | $0 | $750,000 |
| 5 Closeout | $0 | $5,000 | $0 | $5,000 |
| 6 Acquisition | $0 | $75,000 | $75,000 | $0 |
| **Total** | **($100,000)** | **$1,150,000** | **$295,000** | **$755,000** |

## NARRATIVES

RSD SE384TH DRNG IMPRV CULVERT 1139811

### Current Scope

S 384th Street Drainage Improvement Culvert - Increase the safety and condition of SE 384th Street and enhance fish passage by replacing the undersized culvert with a new culvert of fish passable design.

### 1. PROJECT SCOPE

S 384th Street Drainage Improvement Culvert - Increase the safety and condition of SE 384th Street and enhance fish passage by replacing the undersized culvert with a new culvert of fish passable design.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This project will complement flood reduction funding approved by the King County Flood Control District to remove undersized culverts on Charlie Jones Creek in and around Muckleshoot Indian reservation lands. Roads and the District have partnered together on identifying projects to address locations where recurring flood events have impacted or have the potential to impact local communities, and Roads has a countywide program to implement these projects (1131333 RSD CWP FLOOD CONTROL DISTRICT).

The District's and Roads' 6-year CIP programs include funds to for Road Services to address two nearby culverts at SE 384th Street at 176th Avenue SE (FCD project WLFL9 CHARLIE JONES DS CULVERT), which is about one quarter mile east of this project, and at SE 380the Place and SR 164 (FCD project WLFL9 CHARLIE JONES US CULVERT), which is about one mile east. This undersized culvert on SE 384th Street restricts flow which causes flooding to regularly occur on numerous surrounding properties and the roadway.

This existing culvert also impacts fish migration. Replacing this culvert with a fish passable structure will remove one of the last known impediments along this stream and will also complement other investments for in-stream habitat improvements made near this project.

# Capital Appropriation Proposal



**NARRATIVES** RSD SE384TH DRNG IMPRV CULVERT 1139811

## 4. PROJECT BENEFITS/OUTCOMES

The benefits of this culvert replacement project include safe and effective conveyance of surface water under roadways, protecting the road infrastructure from water damage, flooding of private and reservation land, and allowing migrating fish unimpeded access to habitat.

## 5. BUDGET REQUEST BASIS

The budget request is based on currently available estimates for designing and constructing the project. The Road Services Division has applied for a Rural Arterial Program grant, funded by the County Road Administration Board, for this project. The budget request programs these grant funds in the event the grant is awarded.

## 6. FUNDING AND REVENUE DISCUSSION

33437 Rural Arterial Trust Acct

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

New.

## 9. ALTERNATIVES ANALYSIS

Replacing the culvert is the only alternative to correcting the undersized culvert.

## 10. OTHER AGENCY INVOLVEMENT

County Road Administration Board

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will be designed and constructed in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project and the manner in which it is delivered is aligned with the 2020 proposed Strategic Climate Action, specifically GHG reduction. This project is anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD EMERGENT NEED-EXISTING PROJECTS (RSD EMRGNT NEED-EXISTING PRJ) 1026798

TA

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3860 COUNTY ROAD CONSTRUCTION |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2020 |
| **Location** | Administrative |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 10/01/18 - 12/31/20 | $216,227 | ($216,227) | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$216,227** | **($216,227)** | **$0** | **$0** | **$0** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($216,227) | $0 | $0 | ($216,227) |
| **Total Revenue** | **($216,227)** | **$0** | **$0** | **($216,227)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD EMRGNT NEED-EXISTING PRJ 1026798

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $216,227 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$216,227** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $216,227 | ($216,227) | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$216,227** | **($216,227)** | **$0** | **$0** |

**NARRATIVES** RSD EMRGNT NEED-EXISTING PRJ 1026798

## Current Scope

Emergent Need Existing Projects - The purpose of the contingency is to provide implementation funding for existing projects with unforeseen circumstances such as project accelerations or delays, or to take advantage of developing opportunities.

## 1. PROJECT SCOPE

Emergent Need Existing Projects - The purpose of the contingency is to provide implementation funding for existing projects with unforeseen circumstances such as project accelerations or delays, or to take advantage of developing opportunities.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Allows the County flexibility with project implementation.

# Capital Appropriation Proposal



**NARRATIVES** RSD EMRGNT NEED-EXISTING PRJ 1026798

## 4. PROJECT BENEFITS/OUTCOMES

N/A

## 5. BUDGET REQUEST BASIS

Disappropriate the remaining project balance of $216,227, and close the project. Consistent with the strategy to closeout fund 3860, this project can be closed as the remaining existing projects have sufficient funding to complete their implementation.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

This project is no longer necessary and can be closed.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CIP GRANT CONTIGENCY 1026799

TA

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | |
| **Fund** | 3860 COUNTY ROAD CONSTRUCTION |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2020 |
| **Location** | Administrative |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $568,294 | ($568,294) | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$568,294** | **($568,294)** | **$0** | **$0** | **$0** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33341 - STPU ROAD GRANT** | ($568,294) | $0 | $0 | ($568,294) |
| **Total Revenue** | **($568,294)** | **$0** | **$0** | **($568,294)** |

### EXPENSE RSD CIP GRANT CONTIGENCY 1026799

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $568,294 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$568,294** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $568,294 | ($568,294) | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$568,294** | **($568,294)** | **$0** | **$0** |

## NARRATIVES

RSD CIP GRANT CONTIGENCY 1026799

### Current Scope

CIP Grant Contingency - This project provides appropriation authority reflecting potential contingent grant sources that may be programmed.

### 1. PROJECT SCOPE

CIP Grant Contingency - This project provides appropriation authority reflecting potential contingent grant sources that may be programmed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

Allows the County flexibility to accept emergent grant funds.

### 4. PROJECT BENEFITS/OUTCOMES

N/A

### 5. BUDGET REQUEST BASIS

Consistent with the strategy to closeout fund 3860, disappropriate the remaining contingency balance of $568,294 and close this project as projects which may be eligible for new grant funding will be created and opened in Roads' new CIP funds (3855 and 3865).

### 6. FUNDING AND REVENUE DISCUSSION

N/A

### 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

# Capital Appropriation Proposal



**NARRATIVES** RSD CIP GRANT CONTIGENCY 1026799

## 8. PROJECT STATUS

This project is no longer necessary and can be closed.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD ROADS-COUNTY ROAD CONST 1114792

TA

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | |
| **Fund** | 3860 COUNTY ROAD CONSTRUCTION |
| **Class Code** | ADMIN |
| **Substantial Completion** | |
| **Location** | Administrative |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $57,812 | $0 | $0 | $0 | $57,812 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $4,091,635 | $0 | $0 | $0 | $4,091,635 |
| **4 Implementation** | $6,446,825 | $282,502 | $0 | $0 | $6,729,327 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$10,596,272** | **$282,502** | **$0** | **$0** | **$10,878,774** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $270,105 | $0 | $0 | $270,105 |
| **33333 - PRESIDENT DECLARED DISASTER** | $7,777 | $0 | $0 | $7,777 |
| **33418 - WA STATE EMERGENCY MGMT** | $4,620 | $0 | $0 | $4,620 |
| **Total Revenue** | **$282,502** | **$0** | **$0** | **$282,502** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD ROADS-COUNTY ROAD CONST 1114792

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $57,812 | $0 | $0 | $0 | $0 | $57,812 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $4,091,634 | $0 | $0 | $0 | $0 | $4,091,634 |
| 4 Implementation | $6,446,825 | $0 | $0 | $0 | $0 | $6,446,825 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$10,596,272** | **$0** | **$0** | **$0** | **$0** | **$10,596,272** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $57,812 | $57,812 | $57,812 | $57,812 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $4,091,634 | $4,091,634 | $4,091,635 | $4,091,634 |
| 4 Implementation | $0 | $6,446,825 | $6,446,825 | $6,446,825 | $6,446,825 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$10,596,271** | **$10,596,271** | **$10,596,272** | **$10,596,271** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $1 | $0 | $0 | $1 |
| 4 Implementation | $0 | $282,502 | $0 | $282,502 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$1** | **$282,502** | **$0** | **$282,503** |

**NARRATIVES** RSD ROADS-COUNTY ROAD CONST 1114792

## Current Scope

County Road Construction - this is the default administrative project for Fund 3860 -- County Road Construction Funds.

## 1. PROJECT SCOPE

County Road Construction - this is the default administrative project for Fund 3860 -- County Road Construction Funds.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal



**NARRATIVES** RSD ROADS-COUNTY ROAD CONST 1114792

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

Appropriation to transfer fund balance out of the legacy County Road Construction Fund. This amount was determined using the balances of revenue-backed project disappropriations and projected fund balance at the end of the biennium. In order to move fund balance between funds, Finance (FBOD) requires that an administrative project be charged.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD SKY RV BR #999Z(MNY CK)RPR 1124962

Baseline Required, TA, Green Building Reporting

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 3 |
| **Fund** | 3860 COUNTY ROAD CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/31/2017 |
| **Location** | Old Cascade Hwy over Skykomish River near Skykomish |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 04/01/16 - 02/21/17 | $124,412 | $0 | $0 | $0 | $124,412 |
| **4 Implementation** 02/28/17 - 02/12/18 | $1,514,488 | ($71,592) | $0 | $0 | $1,442,896 |
| **5 Closeout** 02/12/18 - 12/31/18 | $5,000 | $5,315 | $0 | $0 | $10,315 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$1,643,900** | **($66,277)** | **$0** | **$0** | **$1,577,623** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($53,881) | $0 | $0 | ($53,881) |
| **33333 - PRESIDENT DECLARED DISASTER** | ($7,777) | $0 | $0 | ($7,777) |
| **33418 - WA STATE EMERGENCY MGMT** | ($4,619) | $0 | $0 | ($4,619) |
| **Total Revenue** | **($66,277)** | **$0** | **$0** | **($66,277)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD SKY RV BR #999Z(MNY CK)RPR 1124962

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $124,412 | $0 | $0 | $0 | $0 | $124,412 |
| 4 Implementation | $1,442,896 | $0 | $0 | $0 | $0 | $1,442,896 |
| 5 Closeout | $10,315 | $0 | $0 | $0 | $0 | $10,315 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,577,623** | **$0** | **$0** | **$0** | **$0** | **$1,577,623** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $173,400 | $124,412 | $124,412 | $124,412 | $124,412 |
| 4 Implementation | $1,295,000 | $1,442,896 | $1,442,896 | $1,514,488 | $1,442,896 |
| 5 Closeout | $5,500 | $10,315 | $10,315 | $5,000 | $10,315 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$1,473,900** | **$1,577,623** | **$1,577,623** | **$1,643,900** | **$1,577,623** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $71,592 | ($71,592) | $0 | $0 |
| 5 Closeout | ($5,315) | $5,315 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$66,277** | **($66,277)** | **$0** | **$0** |

**NARRATIVES** RSD SKY RV BR #999Z(MNY CK)RPR 1124962

## Current Scope

Skykomish River Bridge #999Z (Money Creek) Repair - Work to the Skykomish River Bridge #999Z over the Skykomish River (aka Money Creek Bridge) includes the following: Repainting the existing steel girders, scarifying the deck, repairing delaminated areas on the deck, repairing expansion joints, re-deck with structural concrete and improve the rails to meet current standards.

## 1. PROJECT SCOPE

Skykomish River Bridge #999Z (Money Creek) Repair - Work to the Skykomish River Bridge #999Z over the Skykomish River (aka Money Creek Bridge) includes the following: Repainting the existing steel girders, scarifying the deck, repairing delaminated areas on the deck, repairing expansion joints, re-deck with structural concrete and improve the rails to meet current standards.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD SKY RV BR #999Z(MNY CK)RPR 1124962

## 3. PROJECT JUSTIFICATION

Work on the Skykomish River Bridge #999Z (aka Money Creek Bridge) is being done to maintain sole access to a community of 30-40 homes affected by the road washout and closure of Old Cascade Highway over the East Fork of the Miller River, outside of the town of Skykomish. The Money Creek Bridge spans the Skykomish River, near the Money Creek camp ground. It was built in 1957 and exhibits deficiencies including peeling paint, warn and exposed aggregate on the bridge deck, and substandard approach rails.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

This will disappropriate the remaining balance and close the project as the work is complete.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

N/A

## 8. PROJECT STATUS

The work is complete and this project can be closed.

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** RSD SKY RV BR #999Z(MNY CK)RPR 1124962

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD EMERGENT NEED 3865 — 1129592

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | ADMIN |
| **Substantial Completion** | |
| **Location** | Administrative |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/22 | $521,606 | $351,250 | $500,000 | $500,000 | $1,872,856 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$521,606** | **$351,250** | **$500,000** | **$500,000** | **$1,872,856** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39782 - CONTRIB COUNTY ROAD FUND** | $351,250 | $500,000 | $500,000 | $1,351,250 |
| **Total Revenue** | **$351,250** | **$500,000** | **$500,000** | **$1,351,250** |

### EXPENSE — RSD EMERGENT NEED 3865 — 1129592

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $521,606 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$521,606** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $521,606 | $351,250 | $0 | $872,856 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$521,606** | **$351,250** | **$0** | **$872,856** |

## NARRATIVES

RSD EMERGENT NEED 3865 1129592

### Current Scope

Emergent Need 3865 - This project provides funding for existing projects that experience unforeseen circumstances such as delay, match for additional grant funding or required accelerations.

### 1. PROJECT SCOPE

Emergent Need 3865 - This project provides funding for existing projects that experience unforeseen circumstances such as delay, match for additional grant funding or required accelerations.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

This project allows Roads flexibility with project implementation. It is to cover costs for unforeseen circumstances and developments not anticipated at the time of budget adoption. If Roads did not have the flexibility of this project to expediently transfer appropriation, the ability of the division to proactively manage projects would be limited.

### 4. PROJECT BENEFITS/OUTCOMES

Benefits are not known at this time.

### 5. BUDGET REQUEST BASIS

This is the maximum that can be supported by the financial plan and complies with the maximum appropriation as allowed by King County Code.

### 6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund

# Capital Appropriation Proposal



**NARRATIVES** RSD EMERGENT NEED 3865 1129592

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating impacts are not known at this time.

## 8. PROJECT STATUS

N/A

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A -- Admin project. Art eligibility will be determined when funds are used.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD GRANT CONTINGENCY 3865 — 1129593

TA

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2022 |
| **Location** | Administrative |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/22 | $9,430,105 | ($4,584,394) | $0 | $0 | $4,845,711 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$9,430,105** | **($4,584,394)** | **$0** | **$0** | **$4,845,711** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33341 - STPU ROAD GRANT** | ($4,584,394) | $0 | $0 | ($4,584,394) |
| **Total Revenue** | **($4,584,394)** | **$0** | **$0** | **($4,584,394)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD GRANT CONTINGENCY 3865 1129593

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $9,430,105 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$9,430,105** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $9,430,105 | ($4,584,394) | $0 | $4,845,711 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$9,430,105** | **($4,584,394)** | **$0** | **$4,845,711** |

**NARRATIVES** RSD GRANT CONTINGENCY 3865 1129593

## Current Scope

Grant Contingency Project for Fund 3865 - This project provides appropriation authority reflecting potential grant contingent sources that may be awarded.

## 1. PROJECT SCOPE

Grant Contingency Project for Fund 3865 - This project provides appropriation authority reflecting potential grant contingent sources that may be awarded.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project allows Roads the flexibility to accept emergent grant funds. .

# Capital Appropriation Proposal



**NARRATIVES** RSD GRANT CONTINGENCY 3865 1129593

## 4. PROJECT BENEFITS/OUTCOMES

Benefits are not known at this time.

## 5. BUDGET REQUEST BASIS

This budget request will adjust the amount of the grant contingency in Fund 3865. On average, Roads receives approximately $5 million in grant funds. The contingency remaining should be sufficient to allow the division to apply for and receive grants between budget cycles and for emergent needs, such as storm events. Grant contingency allows Roads to pursue grant funding as opportunities arise since many granting agencies require demonstration of sufficient budget authority to apply for funds.

## 6. FUNDING AND REVENUE DISCUSSION

33341 F.A.U.S. Road Grant

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operating impacts are not known at this time.

## 8. PROJECT STATUS

N/A

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

N/A

## 11. ART ELIGIBILITY

N/A -- Admin project. Art eligibility will be determined when funds are used.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD ISS HBRT RD@MAY VLLY IMPRV 1129598

TA, Green Building Reporting

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 9 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Intersection of Issaquah-Hobart Road SE and SE May Valley Road, in unincorporated King County, south of the City of Issaquah. Issaquah-Hobart: Roadway Route: #23722 / #5245 / #31675, Road Log # 93690 Mileposts 13.662 - 13.961 SE May Valley : Roadway Route: #57621, Road Log # 98921 Mileposts 8.471 - 8.562 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 02/01/19 - 08/16/19 | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/14/20 - 11/05/20 | $255,000 | $0 | $0 | $0 | $255,000 |
| **3 Final Design** 11/06/20 - 12/05/22 | $500,000 | $0 | $0 | $0 | $500,000 |
| **4 Implementation** | $674,000 | ($674,000) | $0 | $0 | $0 |
| **5 Closeout** | $10,000 | ($10,000) | $0 | $0 | $0 |
| **6 Acquisition** | $600,000 | ($600,000) | $0 | $0 | $0 |
| **Total Budget** | **$2,039,000** | **($1,284,000)** | **$0** | **$0** | **$755,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($774,000) | $0 | $0 | ($774,000) |
| **33436 - WA ST DEPT TRANSPORTATION** | ($510,000) | $0 | $0 | ($510,000) |
| **Total Revenue** | **($1,284,000)** | **$0** | **$0** | **($1,284,000)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD ISS HBRT RD@MAY VLLY IMPRV 1129598

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $137,194 | $117,806 | $0 | $0 | $0 | $255,000 |
| 3 Final Design | $0 | $27,194 | $472,806 | $0 | $0 | $500,000 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$137,194** | **$145,000** | **$472,806** | **$0** | **$0** | **$755,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $877,846 | $186,792 | $255,000 | $255,000 |
| 3 Final Design | $0 | $0 | $0 | $500,000 | $27,194 |
| 4 Implementation | $0 | $4,500,000 | $0 | $674,000 | $0 |
| 5 Closeout | $0 | $32,000 | $0 | $10,000 | $0 |
| 6 Acquisition | $0 | $1,000,000 | $0 | $600,000 | $0 |
| **Total** | **$0** | **$6,409,846** | **$186,792** | **$2,039,000** | **$282,194** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $472,806 | $0 | $472,806 | $0 |
| 4 Implementation | $674,000 | ($674,000) | $0 | $0 |
| 5 Closeout | $10,000 | ($10,000) | $0 | $0 |
| 6 Acquisition | $600,000 | ($600,000) | $0 | $0 |
| **Total** | **$1,756,806** | **($1,284,000)** | **$472,806** | **$0** |

**NARRATIVES** RSD ISS HBRT RD@MAY VLLY IMPRV 1129598

## Current Scope

Issaquah Hobart Road at May Valley Road Improvement - To construct intersection improvements which could be either a roundabout or additional travel lanes with a traffic signal at the intersection of Issaquah Hobart Road SE and SE May Valley Road.

## 1. PROJECT SCOPE

Issaquah Hobart Road at May Valley Road Improvement - To construct intersection improvements which could be either a roundabout or additional travel lanes with a traffic signal at the intersection of Issaquah Hobart Road SE and SE May Valley Road.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD ISS HBRT RD@MAY VLLY IMPRV 1129598

## 3. PROJECT JUSTIFICATION

Issaquah-Hobart Road is a main route connecting Interstate 90 in the City of Issaquah to state Highway 18, and the communities of Hobart and Maple Valley. The road, which is named Front Street in Issaquah, is a heavily-used commuter route, with a northbound peak direction during the morning peak period and the reverse in the afternoon peak period. It has experienced a substantial amount of growth in traffic volumes over the last several years. As a result, congestion on the corridor has worsened, leading to extended travel times and longer peak traveling hours. The City of Issaquah and the Road Services Division partnered on the Issaquah-Hobart Road/ Front Street Corridor Study which evaluated and identified safety, mobility and other related improvements to provide the most efficient and reliable traffic flow possible along the corridor. The study, released in March 2018, recommended several projects to improve traffic flow, including the construction of a roundabout or additional travel lanes with a traffic signal at the intersection with May Valley Road.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

Disappropriate $1,284,000 to reflect current status. In the 2nd omnibus of 2019-2020, the project budget was increased for potential grant funding from the Washington State Transportation Improvement Board, however, the project was not selected for funding. The remaining budget will fund preliminary and final design.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

The project is in preliminary design and final design is expected to start in late 2020.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will not impact an ESJ community but will be designed and constructed in alignment with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is aligned with the Strategic Climate Action Plan, Goal Areas 3 (Green Building) and 4 (Consumption and Materials Management). This project will undergo early and ongoing project review to identify opportunities to achieve sustainable infrastructure scorecard requirements for energy, greenhouse gas emissions, stormwater management, materials selection, and construction demolition materials diversion. Coordinated waste reduction strategies may result in re-use of materials on-site where possible, salvaging of materials off-site, disposal of hazardous waste (if applicable), and recycling. Fleet and fuel efficiencies may be gained through judicious project management, logistics, and reduction in travel times.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** RSD ISS HBRT RD@MAY VLLY IMPRV 1129598

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD RENTON AVE PH III SIDEWALK 1129599

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 2 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Located in the Skyway area, southeast of the City of Seattle - from 68th Avenue South to South 112th Street Roadway Route #71949 / #67932 / #11422 / #89748 / #68431 Road Log #90780 - Mileposts 2.00 - 2.36 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 04/16/18 - 11/15/18 | $91,137 | $0 | $0 | $0 | $91,137 |
| **3 Final Design** 11/16/18 - 01/19/21 | $408,863 | $0 | $0 | $0 | $408,863 |
| **4 Implementation** 03/01/23 - 10/01/23 | $2,699,878 | ($499,877) | $0 | $0 | $2,200,001 |
| **5 Closeout** 10/01/23 - 04/01/24 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 02/01/20 - 03/30/21 | $154,411 | $0 | $0 | $0 | $154,411 |
| **Total Budget** | **$3,354,289** | **($499,877)** | **$0** | **$0** | **$2,854,412** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33341 - STPU ROAD GRANT** | $1,903,000 | $0 | $0 | $1,903,000 |
| **33436 - WA ST DEPT TRANSPORTATION** | ($2,699,877) | $0 | $0 | ($2,699,877) |
| **39789 - CONTRIB REET #1** | $297,000 | $0 | $0 | $297,000 |
| **Total Revenue** | **($499,877)** | **$0** | **$0** | **($499,877)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD RENTON AVE PH III SIDEWALK 1129599

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $91,137 | $0 | $0 | $0 | $0 | $91,137 |
| 3 Final Design | $217,370 | $96,000 | $93,995 | $0 | $0 | $407,365 |
| 4 Implementation | $0 | $0 | $2,200,000 | $0 | $0 | $2,200,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $1,393 | $228 | $0 | $0 | $0 | $1,621 |
| **Total Expense** | **$309,899** | **$96,228** | **$2,293,995** | **$0** | **$0** | **$2,700,122** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $25,000 | $91,137 | $91,137 | $91,137 | $91,137 |
| 3 Final Design | $475,000 | $308,863 | $238,579 | $408,863 | $313,370 |
| 4 Implementation | $2,776,000 | $2,199,999 | $0 | $2,699,878 | $0 |
| 5 Closeout | $34,000 | $20,000 | $0 | $0 | $0 |
| 6 Acquisition | $90,000 | $300,000 | $10,562 | $154,411 | $1,621 |
| **Total** | **$3,400,000** | **$2,919,999** | **$340,278** | **$3,354,289** | **$406,128** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $95,493 | $0 | $93,995 | $1,498 |
| 4 Implementation | $2,699,878 | ($499,877) | $2,200,000 | $1 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $152,790 | $0 | $0 | $152,790 |
| **Total** | **$2,948,161** | **($499,877)** | **$2,293,995** | **$154,289** |

**NARRATIVES** RSD RENTON AVE PH III SIDEWALK 1129599

## Current Scope

Renton Avenue Phase III Sidewalk - This project constructs a sidewalk on the west side of Renton Avenue S between 68th Avenue S and S 112th Street, a paved walking surface on the east side of Renton Avenue between 68th Avenue S and S 116th Place, and bicycle lanes on each side of Renton Avenue within the project area.

## 1. PROJECT SCOPE

Renton Avenue Phase III Sidewalk - This project constructs a sidewalk on the west side of Renton Avenue S between 68th Avenue S and S 112th Street, a paved walking surface on the east side of Renton Avenue between 68th Avenue S and S 116th Place, and bicycle lanes on each side of Renton Avenue within the project area.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD RENTON AVE PH III SIDEWALK 1129599

## 3. PROJECT JUSTIFICATION

This non-motorized project will improve the safety of pedestrians and other users in the Renton Avenue corridor and fills a gap in the sidewalk system in unincorporated King County. The project aligns with the County Executive's priorities of Equity and Social Justice, and Regional Mobility. The existing walking surface is not compliant with the Americans with Disabilities Act, and it varies from a grass or gravel shoulder to a 4-foot-wide uneven, overgrown asphalt walkway to a 6-foot wide paved shoulder. In addition, the existing bicycle lanes are less than 5 feet wide. This road section is a walk route for the Lakeridge and Campbell Hill elementary schools with a total student population of 915 and a 1 mile walk radius. The project area is within an Equity and Social Justice community.

## 4. PROJECT BENEFITS/OUTCOMES

To improve safety of pedestrians and other road users, and to extend the sidewalk system in unincorporated King County.

## 5. BUDGET REQUEST BASIS

The budget request is to construct the project using grant and REET 1 funding. It also adjusts the budget to reflect the timing of potential grant opportunities and currently available estimates for constructing the project.

## 6. FUNDING AND REVENUE DISCUSSION

39789 Contribution -- Real Estate Tax
33341 F.A.U.S. Road Grant

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

The project is currently in final design.

## 9. ALTERNATIVES ANALYSIS

No alternatives were considered.

## 10. OTHER AGENCY INVOLVEMENT

Federal Highway Administration
Puget Sound Regional Council

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will be designed and constructed in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project and the manner in which it is delivered is aligned with the 2020 proposed Strategic Climate Action, specifically GHG reduction. This project is anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** RSD RENTON AVE PH III SIDEWALK 1129599

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD CIP OVERSIGHT 3865 — 1130303

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/22 | $18,225 | $11,847 | $0 | $0 | $30,072 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$18,225** | **$11,847** | **$0** | **$0** | **$30,072** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39782 - CONTRIB COUNTY ROAD FUND** | $11,847 | $0 | $0 | $11,847 |
| **Total Revenue** | **$11,847** | **$0** | **$0** | **$11,847** |

### EXPENSE RSD CIP OVERSIGHT 3865 1130303

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $9,839 | $0 | $11,847 | $0 | $0 | $21,686 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$9,839** | **$0** | **$11,847** | **$0** | **$0** | **$21,686** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $9,839 | $18,225 | $9,839 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$9,839** | **$18,225** | **$9,839** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $8,386 | $11,847 | $11,847 | $8,386 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$8,386** | **$11,847** | **$11,847** | **$8,386** |

## NARRATIVES

RSD CIP OVERSIGHT 3865 1130303

### Current Scope

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 1. PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Budget appropriation supports cost of Captial Project Oversight work of Capital Projects by King County Auditor

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** RSD CIP OVERSIGHT 3865 1130303

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD S 360ST&MILITARY RD RNDABT 1131235

Green Building Reporting

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 7 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | King County, southeast of Federal Way, S 360th St and Military Rd S, Military Rd S Road Log #92603 MP 1.706-1.836, S 360th St Road Log #92606 MP 1.596-1.709 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/03/20 - 08/21/20 | $85,000 | $143,000 | $0 | $0 | $228,000 |
| **3 Final Design** 08/21/20 - 10/31/21 | $85,000 | $282,000 | $0 | $0 | $367,000 |
| **4 Implementation** 04/01/23 - 04/30/24 | $835,000 | $2,290,000 | $0 | $0 | $3,125,000 |
| **5 Closeout** 04/30/24 - 09/01/24 | $30,000 | $0 | $0 | $0 | $30,000 |
| **6 Acquisition** 12/01/17 - 12/31/22 | $50,000 | $350,000 | $0 | $0 | $400,000 |
| **Total Budget** | **$1,085,000** | **$3,065,000** | **$0** | **$0** | **$4,150,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39782 - CONTRIB COUNTY ROAD FUND** | $365,000 | $0 | $0 | $365,000 |
| **39789 - CONTRIB REET #1** | $2,700,000 | $0 | $0 | $2,700,000 |
| **Total Revenue** | **$3,065,000** | **$0** | **$0** | **$3,065,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD S 360ST&MILITARY RD RNDABT 1131235

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $129,112 | $98,888 | $0 | $0 | $0 | $228,000 |
| 3 Final Design | $0 | $114,000 | $248,000 | $5,000 | $0 | $367,000 |
| 4 Implementation | $0 | $0 | $0 | $3,125,000 | $0 | $3,125,000 |
| 5 Closeout | $0 | $0 | $0 | $30,000 | $0 | $30,000 |
| 6 Acquisition | $3,581 | $30,000 | $366,419 | $0 | $0 | $400,000 |
| **Total Expense** | **$132,693** | **$242,888** | **$614,419** | **$3,160,000** | **$0** | **$4,150,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $228,000 | $208,152 | $85,000 | $228,000 |
| 3 Final Design | $0 | $367,000 | $0 | $85,000 | $114,000 |
| 4 Implementation | $0 | $3,125,000 | $0 | $835,000 | $0 |
| 5 Closeout | $0 | $30,000 | $0 | $30,000 | $0 |
| 6 Acquisition | $0 | $400,000 | $3,581 | $50,000 | $33,581 |
| **Total** | **$0** | **$4,150,000** | **$211,733** | **$1,085,000** | **$375,581** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($143,000) | $143,000 | $0 | $0 |
| 3 Final Design | ($29,000) | $282,000 | $248,000 | $5,000 |
| 4 Implementation | $835,000 | $2,290,000 | $0 | $3,125,000 |
| 5 Closeout | $30,000 | $0 | $0 | $30,000 |
| 6 Acquisition | $16,419 | $350,000 | $366,419 | $0 |
| **Total** | **$709,419** | **$3,065,000** | **$614,419** | **$3,160,000** |

**NARRATIVES** RSD S 360ST&MILITARY RD RNDABT 1131235

## Current Scope

S 360 Street and Military Road Roundabout - Design and construct a single lane elliptical roundabout.

## 1. PROJECT SCOPE

S 360 Street and Military Road Roundabout - Design and construct a single lane elliptical roundabout.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD S 360ST&MILITARY RD RNDABT 1131235

## 3. PROJECT JUSTIFICATION

This project will improve the safety of motorized and non-motorized users in south King County. This intersection was identified as a High Collision Location in King County's report in 2016. It is currently controlled by a two-way stop. However, northbound left turning traffic and eastbound left turning traffic must compete with heavy southbound traffic on Military Road during the afternoon commute.
From 2010 through 2019, the collision rate is 0.83 collisions per million entering vehicles and the intersection has a 5,000 ADT. The three-year collision rate from 2017 to 2019 is 1.48 collisions per million entering vehicles, indicating a significant rising collision trend and growing safety problems at the junction (a collision rate over .9 is considered a high collision location).
Roundabouts have been effective at reducing collision rates at intersections, and providing traffic calming for the local neighborhood.

## 4. PROJECT BENEFITS/OUTCOMES

To manage congestion and improve operation of the intersection, improve system reliability and improve safety by reducing the number and severity of collisions.

## 5. BUDGET REQUEST BASIS

The budget request is based on currently available estimates for acquiring right-of-way and constructing the project using REET1 and Roads Fund.

## 6. FUNDING AND REVENUE DISCUSSION

39782 Contribution -- County Road Fund
39789 Contribution -- Real Estate Tax

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

Final design is expected to start in 2020. Advertisement for construction is expected in 2023 with completion in 2024.

## 9. ALTERNATIVES ANALYSIS

Left turns lanes at this intersection were considered, however, a roundabout was chosen because it is more effective at reducing collisions.

## 10. OTHER AGENCY INVOLVEMENT

Roads, airport runways, sewers or solid waste landfill projects are exempt.

# Capital Appropriation Proposal



**NARRATIVES** RSD S 360ST&MILITARY RD RNDABT 1131235

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will be designed and constructed in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project and the manner in which it is delivered is aligned with the 2020 proposed Strategic Climate Action, specifically GHG reduction. This project is anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD S LANGSTON RD&59 AV RNDABT 1131236

TA, Green Building Reporting

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 2 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/30/2020 |
| **Location** | S Langston Road and 59th Avenue S, south of Seattle, Unincorporated King County |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 12/01/17 - 11/16/18 | $39,141 | $437 | $0 | $0 | $39,578 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/20 - 06/30/20 | $30,859 | ($12,595) | $0 | $0 | $18,264 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$70,000** | **($12,158)** | **$0** | **$0** | **$57,842** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($12,158) | $0 | $0 | ($12,158) |
| **Total Revenue** | **($12,158)** | **$0** | **$0** | **($12,158)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD S LANGSTON RD&59 AV RNDABT 1131236

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $39,357 | $222 | $0 | $0 | $0 | $39,579 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $3,051 | $15,212 | $0 | $0 | $0 | $18,263 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$42,408** | **$15,434** | **$0** | **$0** | **$0** | **$57,842** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $39,357 | $39,578 | $39,141 | $39,579 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $18,266 | $3,051 | $30,859 | $18,263 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$57,623** | **$42,629** | **$70,000** | **$57,842** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($438) | $437 | $0 | ($1) |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $12,596 | ($12,595) | $0 | $1 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$12,158** | **($12,158)** | **$0** | **$0** |

**NARRATIVES** RSD S LANGSTON RD&59 AV RNDABT 1131236

## Current Scope

S Langston Rd & 59th Ave Roundabout - Design and construct a mini-roundabout at this intersection.

## 1. PROJECT SCOPE

S Langston Rd & 59th Ave Roundabout - Design and construct a mini-roundabout at this intersection.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD S LANGSTON RD&59 AV RNDABT 1131236

## 3. PROJECT JUSTIFICATION

This project will improve the safety of motorized and non-motorized users in the Skyway community, and aligns with the County Executive's priorities of Equity and Social Justice, and Regional Mobility. This intersection was identified as High Collision Location in King County's report in 2016. In addition, 59th Avenue S intersects with S Langston Road at a skewed angle. Mini-roundabouts have been effective at reducing collision rates at intersections, and providing traffic calming for the local neighborhood.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

Disappropriate the remaining balance to close out this project.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** RSD S LANGSTON RD&59 AV RNDABT 1131236

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD ROAD CONSTRUCTION 1131897

TA

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | ADMIN |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $434,908 | $0 | $0 | $434,908 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$434,908** | **$0** | **$0** | **$434,908** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39782 - CONTRIB COUNTY ROAD FUND** | $434,908 | $0 | $0 | $434,908 |
| **Total Revenue** | **$434,908** | **$0** | **$0** | **$434,908** |

### EXPENSE RSD ROAD CONSTRUCTION 1131897

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $434,908 | $0 | $434,908 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$434,908** | **$0** | **$434,908** |

## NARRATIVES

RSD ROAD CONSTRUCTION 1131897

### Current Scope

Road Construction Administrative Project - This is the default administrative project for Fund 3865 County Road Construction Fund.

### 1. PROJECT SCOPE

Road Construction Administrative Project - This is the default administrative project for Fund 3865 County Road Construction Fund.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Appropriation to transfer fund balance out of the the County Road Construction Fund. This amount was determined using the balances of revenue-backed project disappropriations and projected fund balance at the end of the biennium. In order to move fund balance between funds, Finance (FBOD) requires that an administrative project be charged.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** RSD ROAD CONSTRUCTION 1131897

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD VASHON MAINT FACILITY REPLACEMENT (RSD VASHON MAINT FACILITY REPL) 1135042

TA

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | TBD, Vashon Island, 98103 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/23 - 12/31/23 | $0 | $0 | $750,000 | $0 | $750,000 |
| **3 Final Design** 01/01/24 - 12/31/24 | $0 | $0 | $750,000 | $0 | $750,000 |
| **4 Implementation** 12/01/25 - 06/30/26 | $5,000 | $0 | $0 | $14,385,000 | $14,390,000 |
| **5 Closeout** 07/01/26 - 12/31/26 | $0 | $0 | $0 | $10,000 | $10,000 |
| **6 Acquisition** 01/01/19 - 12/31/22 | $500,000 | $0 | $0 | $0 | $500,000 |
| **Total Budget** | **$505,000** | **$0** | **$1,500,000** | **$14,395,000** | **$16,400,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39512 - SALE OF LAND** | $0 | $1,500,000 | $14,395,000 | $15,895,000 |
| **Total Revenue** | **$0** | **$1,500,000** | **$14,395,000** | **$15,895,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD VASHON MAINT FACILITY REPL 1135042

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $750,000 | $0 | $750,000 |
| 3 Final Design | $0 | $0 | $0 | $750,000 | $0 | $750,000 |
| 4 Implementation | $5,000 | $0 | $0 | $0 | $14,385,000 | $14,390,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $10,000 | $10,000 |
| 6 Acquisition | $5,408 | $0 | $494,592 | $0 | $0 | $500,000 |
| **Total Expense** | **$10,408** | **$0** | **$494,592** | **$1,500,000** | **$14,395,000** | **$16,400,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $5,000 | $5,000 | $5,000 | $5,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $199,583 | $5,408 | $500,000 | $5,408 |
| **Total** | **$0** | **$204,583** | **$10,408** | **$505,000** | **$10,408** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $494,592 | $0 | $494,592 | $0 |
| **Total** | **$494,592** | **$0** | **$494,592** | **$0** |

**NARRATIVES** RSD VASHON MAINT FACILITY REPL 1135042

## Current Scope

Vashon Maintenance Facility Replacement - Acquire land and construct a new maintenance facility on Vashon Island to replace the current failing and undersized facility, including facilities that were constructed in 1935.

## 1. PROJECT SCOPE

Vashon Maintenance Facility Replacement - Acquire land and construct a new maintenance facility on Vashon Island to replace the current failing and undersized facility, including facilities that were constructed in 1935.

## 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** RSD VASHON MAINT FACILITY REPL 1135042

## 3. PROJECT JUSTIFICATION

Road maintenance facilities are critical to support the division's mission. The location and functionality of these facilities is critical for emergency response and efficient ongoing operations. The ability to respond to incidents and emergencies 24 hours a day, seven days a week is an important part of operating a road network. Emergency response capability also helps to keep the road system safe and operational during severe weather, and after earthquakes or other events. Examples of emergency response activities include responding to significant collisions that impede travel; sanding and plowing snow; removing downed trees and clearing other debris caused by landslides, storms or flooding; managing flood-related or other types of emergency road closures; and completing storm-related repairs to roadways and other assets such as drainage systems, shoulders, and adjacent slopes. Additionally, staff at these sites are responsible for initial inspection and closures as needed of bridges, roads and other infrastructure after earthquakes, storms, collisions, or other emergencies.

The Vashon site has undersized and deteriorating buildings that don't address critical crew needs, and the site has inadequate space for safely storing and maneuvering equipment and materials used for emergency responses and regular maintenance activities.

Maintenance activities keep the county's road-related assets in working condition to maximize the public's investment and provide for the safety of users. Some common activities include the routine maintenance and repair of pavement, bridge components, ditches, culverts, shoulders, and guardrail, as well as vegetation management, debris removal, maintenance of traffic control devices and road striping. A significant number of environmental and regulatory compliance activities are also associated with road maintenance. Adequate maintenance facilities located in the right places and in good condition are necessary to support the efficient provision of vital services to the traveling public.

This project will relocate and replace the maintenance facility on Vashon that includes the old Vashon Island jail. This facility serves all of Vashon and Maury islands and is located on Southwest Cemetery Road near the Vashon Commons area. The facility is old and deteriorated, and the site is severely undersized at just two acres. The building that houses the crew room is covered in corrugated metal panels with a corrugated metal roof that show signs of rust and wear and is past its useful life. In addition, the building envelope risks water intrusion and damage as it fails. The building and rooms are inadequately heated and temperatures often alternate between excessively cold or hot. Crews working in extreme weather need facilities to dry off and where they can warm or cool depending upon the season. A crew size of about a dozen men and women are sharing one toilet. There is inadequate yard space to efficiently and safely move equipment or store tools and materials. Materials are uncovered, risking leaching into the environment, degradation of the material, and delays, like when frozen salt and sand must be broken up by hand before loading into snowplows.

Maintenance shops need adequate space for crews, vehicles, multiple pieces of equipment, and materials storage and stockpiling, as well as functions such as waste disposal, truck washing and other similar activities. Analysis from the division's facility master planning effort in 2014 determined that a fully functional maintenance shop site requires significantly more acreage for all of the storage and operating functions required to provide maintenance services for a geographic service area.

In 2017, Roads engaged Otak, Inc., to assess facility site alternatives for the Vashon Island maintenance facility. The assessment generated site alternatives based on criteria developed by Otak with input by division staff, as well as guidance from Roads'2014 facilities planning effort. There are a limited number of suitable parcels on Vashon in terms of size, location, allowable zoning, and site conditions; it is important to pursue acquisition of one of these sites, from the few identified as viable in the consultant study, before there are no options left for replacing the failing facilities on the island. In the 2021-2022 biennium, Roads proposes to acquire one of the recommended site alternative properties. Design of the new facility is anticipated to occur in in 2023-2024 and construction in 2025-2026.

## 4. PROJECT BENEFITS/OUTCOMES

This project will include the purchase of suitable land, and design and construction of a replacement maintenance facility in the new location. Funding for the land acquisition will come from sale of the Raging River Pit surplus properties in 2018. Design and construction of the new facility will be funded by sale of additional surplus maintenance facility properties over the next several years. Per financial policies and the facilities guiding principles in the Strategic Plan for Road Services, surplus operating property sales proceeds should be allocated to support facility needs, upgrades, and/or construction.

## 5. BUDGET REQUEST BASIS

The budget request is based on currently available estimates for designing and constructing the new facility. Funding for design is anticipated to be requested in 2023-2024, and funding for implementation and closeout is expected to be requested in 2025-2026.

# Capital Appropriation Proposal



**NARRATIVES** RSD VASHON MAINT FACILITY REPL 1135042

## 6. FUNDING AND REVENUE DISCUSSION

39512 Sale of Land

## 7. OPERATING BUDGET AND OTHER IMPACTS

Roads anticipates a positive impact to the operating budget due to improved asset(s); estimates will be calculated when the project is closer to implementation.

## 8. PROJECT STATUS

Roads expects to continue identifying potential locations for siting the new facility in 2021-2022.

## 9. ALTERNATIVES ANALYSIS

The 2014 facility master plan concluded that many of the county's existing road maintenance facilities are old and require significant capital improvements or have exceeded their useful lives and require replacement, such as the current facility on Vashon Island.

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Not applicable --This is an acquisition project, which is exempt from green building and ESJ reporting requirements.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD NE MAINT FACILITY REPLACEMENT (RSD NE MAINT FACILITY REPL) 1135043

TA

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 3 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | TBD |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/24 - 12/31/24 | $0 | $0 | $750,000 | $0 | $750,000 |
| **3 Final Design** 01/01/25 - 12/31/25 | $0 | $0 | $750,000 | $0 | $750,000 |
| **4 Implementation** 01/01/26 - 06/30/27 | $0 | $0 | $0 | $16,390,000 | $16,390,000 |
| **5 Closeout** 07/01/27 - 12/31/27 | $0 | $0 | $0 | $10,000 | $10,000 |
| **6 Acquisition** 01/01/23 - 12/31/23 | $0 | $0 | $5,000,000 | $0 | $5,000,000 |
| **Total Budget** | **$0** | **$0** | **$6,500,000** | **$16,400,000** | **$22,900,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39512 - SALE OF LAND** | $0 | $6,500,000 | $16,400,000 | $22,900,000 |
| **Total Revenue** | **$0** | **$6,500,000** | **$16,400,000** | **$22,900,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD NE MAINT FACILITY REPL 1135043

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $750,000 | $0 | $750,000 |
| 3 Final Design | $0 | $0 | $0 | $0 | $750,000 | $750,000 |
| 4 Implementation | $0 | $0 | $0 | $0 | $10,933,000 | $10,933,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $5,000,000 | $0 | $5,000,000 |
| **Total Expense** | **$0** | **$0** | **$0** | **$5,750,000** | **$11,683,000** | **$17,433,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $750,000 | $0 | $0 | $0 |
| 3 Final Design | $0 | $750,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $16,390,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $10,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $5,000,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$22,900,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** RSD NE MAINT FACILITY REPL 1135043

## Current Scope

Northeast Maintenance Facility Replacement - Acquire land and construct a new, centrally located maintenance facility to serve northeastern King County, replacing the existing Cadman facility that is mislocated to meet current road maintenance needs. The Cadman facility is inside the City of Redmond in an urbanized area with significant development pressures on the horizon that are not compatible with long-term operation of a roads maintenance facility which needs to respond to incidents and emergencies 24 hours a day, seven days a week. Due to past annexations and incorporations, it is also at the far western edge of the remaining northeastern unincorporated area and not centrally located to meet the needs for timely and efficient service to a large, spread out rural service area. Long travel times from the current location to many portions of the service area can impede quick response to emergency events such as storms, flooding, earthquakes, and collisions. It also results in inefficiencies and higher costs for planned maintenance activities. This project would construct a new facility at a more centrally-located site in the rural area and include adequate space for crews, vehicles and multiple pieces of equipment, and materials storage and stockpiling, as well as functions such as waste disposal, truck washing and other similar activities.

# Capital Appropriation Proposal



**NARRATIVES** RSD NE MAINT FACILITY REPL 1135043

## 1. PROJECT SCOPE

Northeast Maintenance Facility Replacement - Acquire land and construct a new, centrally located maintenance facility to serve northeastern King County, replacing the existing Cadman facility that is mislocated to meet current road maintenance needs. The Cadman facility is inside the City of Redmond in an urbanized area with significant development pressures on the horizon that are not compatible with long-term operation of a roads maintenance facility which needs to respond to incidents and emergencies 24 hours a day, seven days a week. Due to past annexations and incorporations, it is also at the far western edge of the remaining northeastern unincorporated area and not centrally located to meet the needs for timely and efficient service to a large, spread out rural service area. Long travel times from the current location to many portions of the service area can impede quick response to emergency events such as storms, flooding, earthquakes, and collisions. It also results in inefficiencies and higher costs for planned maintenance activities. This project would construct a new facility at a more centrally-located site in the rural area and include adequate space for crews, vehicles and multiple pieces of equipment, and materials storage and stockpiling, as well as functions such as waste disposal, truck washing and other similar activities.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for out years only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Not applicable --This is an acquisition project, which is exempt from green building and ESJ reporting requirements.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** RSD NE MAINT FACILITY REPL 1135043

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD PRSTN MAINT FACILTY BLDOUT 1135044

TA

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 3 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 29111 SE Preston Way, Unincorporated King County 98050 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/02/23 - 12/31/23 | $0 | $0 | $600,000 | $0 | $600,000 |
| **3 Final Design** 01/01/24 - 12/03/24 | $0 | $0 | $600,000 | $0 | $600,000 |
| **4 Implementation** 01/01/25 - 06/30/26 | $0 | $0 | $0 | $10,390,000 | $10,390,000 |
| **5 Closeout** 07/01/26 - 12/31/26 | $0 | $0 | $0 | $10,000 | $10,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$0** | **$1,200,000** | **$10,400,000** | **$11,600,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39512 - SALE OF LAND** | $0 | $1,200,000 | $10,400,000 | $11,600,000 |
| **Total Revenue** | **$0** | **$1,200,000** | **$10,400,000** | **$11,600,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD PRSTN MAINT FACILTY BLDOUT 1135044

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $600,000 | $0 | $600,000 |
| 3 Final Design | $0 | $0 | $0 | $600,000 | $0 | $600,000 |
| 4 Implementation | $0 | $0 | $0 | $0 | $10,390,000 | $10,390,000 |
| 5 Closeout | $0 | $0 | $0 | $0 | $10,000 | $10,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$0** | **$1,200,000** | **$10,400,000** | **$11,600,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** |

**NARRATIVES** RSD PRSTN MAINT FACILTY BLDOUT 1135044

## Current Scope

Preston Maintenance Facility Buildout - Complete buildout of the Preston maintenance facility. Development and occupation of the facility has been impacted and delayed by Washington state litigation on water rights. Construction costs to build out the facility have also been affected by an exceptionally active and competitive regional construction market for buildings/facilities, higher labor rates, and escalating material costs, and additional funding is required to complete the project. This phase of the project will include water system upgrades to allow full use and occupation of the facility, and completion of site development and buildings and other structures that support staff, equipment, materials and operations. Once the project is complete, additional functions can be moved from the existing Fall City facility to Preston. The Fall City location is comprised of failing facilities that are undersized, including an old barn without any heat or cooling that serves as a locker room. In addition, the site is impacted by flooding.

# Capital Appropriation Proposal



**NARRATIVES** RSD PRSTN MAINT FACILTY BLDOUT 1135044

## 1. PROJECT SCOPE

Preston Maintenance Facility Buildout - Complete buildout of the Preston maintenance facility. Development and occupation of the facility has been impacted and delayed by Washington state litigation on water rights. Construction costs to build out the facility have also been affected by an exceptionally active and competitive regional construction market for buildings/facilities, higher labor rates, and escalating material costs, and additional funding is required to complete the project. This phase of the project will include water system upgrades to allow full use and occupation of the facility, and completion of site development and buildings and other structures that support staff, equipment, materials and operations. Once the project is complete, additional functions can be moved from the existing Fall City facility to Preston. The Fall City location is comprised of failing facilities that are undersized, including an old barn without any heat or cooling that serves as a locker room. In addition, the site is impacted by flooding.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

There is no budget request for 2021-2022; budget request reflects planning estimates for out years only.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will be designed and constructed in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project and the manner in which it is delivered is aligned with the 2020 proposed Strategic Climate Action, specifically GHG reduction. This project is anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** RSD PRSTN MAINT FACILTY BLDOUT 1135044

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD SE GREEN VALLEY ROAD AND 218TH AVENUE SE INTERSECTION IMPROVEMENT (RSD SE GRN VLLY & 218 AVE INT) 1139145

Green Building Reporting

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 7, 9 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Intersection of SE Green Valley Road and 218th Avenue SE |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 10/01/22 - 06/30/23 | $0 | $175,000 | $0 | $0 | $175,000 |
| **3 Final Design** 06/30/23 - 02/28/25 | $0 | $200,000 | $0 | $0 | $200,000 |
| **4 Implementation** 04/01/25 - 10/31/25 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** 10/31/25 - 04/30/26 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 06/30/23 - 12/31/24 | $0 | $300,000 | $0 | $0 | $300,000 |
| **Total Budget** | **$0** | **$675,000** | **$0** | **$0** | **$675,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **33341 - STPU ROAD GRANT** | $583,000 | $0 | $0 | $583,000 |
| **39789 - CONTRIB REET #1** | $92,000 | $0 | $0 | $92,000 |
| **Total Revenue** | **$675,000** | **$0** | **$0** | **$675,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD SE GRN VLLY & 218 AVE INT 1139145

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $48,000 | $127,000 | $0 | $175,000 |
| 3 Final Design | $0 | $0 | $0 | $200,000 | $0 | $200,000 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $300,000 | $0 | $300,000 |
| **Total Expense** | **$0** | **$0** | **$48,000** | **$627,000** | **$0** | **$675,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $175,000 | $0 | $0 | $0 |
| 3 Final Design | $0 | $200,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $300,000 | $0 | $0 | $0 |
| **Total** | **$0** | **$675,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $175,000 | $48,000 | $127,000 |
| 3 Final Design | $0 | $200,000 | $0 | $200,000 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $300,000 | $0 | $300,000 |
| **Total** | **$0** | **$675,000** | **$48,000** | **$627,000** |

**NARRATIVES** RSD SE GRN VLLY & 218 AVE INT 1139145

## Current Scope

SE Green Valley Road and 218th Avenue SE Improvements - To design and construct improvements to the intersection of SE Green Valley Road and 212 Avenue SE.

## 1. PROJECT SCOPE

SE Green Valley Road and 218th Avenue SE Improvements - To design and construct improvements to the intersection of SE Green Valley Road and 212 Avenue SE.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD SE GRN VLLY & 218 AVE INT 1139145

## 3. PROJECT JUSTIFICATION

The intersection of SE Green Valley Road and 218th Avenue SE is a four-leg intersection, in southeast unincorporated King County. SE Green Valley Road is a rural minor collector road and 218th Avenue SE is a major arterial. These roads carry vehicles traveling to the cities of Auburn, Black Diamond, Covington, Enumclaw and Kent, including Black Diamond's new 5,000-home master planned development with retail and commercial business. As these cities grow in population, the intersection is experiencing traffic volume increases. The volumes on 218th Avenue SE have increased at a higher rate than those on SE Green Valley Road, and 218th is currently stop-controlled. Therefore, the stop-controlled leg of 218th Avenue SE is the higher volume leg and cars are more apt to disregard the stop signs.

The intersection was identified as a high collision location in the 2020 High Collision Location Report. From 2010 through 2019, the collision rate is 0.83 collisions per million entering vehicles and the intersection has a 5,000 ADT. The three-year collision rate from 2017 to 2019 is 1.48 collisions per million entering vehicles, indicating a significant rising collision trend and growing safety problems at the junction (a collision rate over .9 is considered a high collision location). Right angle collisions predominate, with about half occurring on the north approach. In addition, about half the collisions also cause injury.

The construction of an intersection improvement, which is likely a rural single lane roundabout, would eliminate angle collisions, sharply reduce the severity of the collisions, and provide more efficient travel through the intersection. A roundabout would likely reduce all collisions by 75 percent and serious collisions by 90 percent.

## 4. PROJECT BENEFITS/OUTCOMES

To manage congestion and improve operation of the intersection, improve system reliability and improve safety by reducing the number and severity of collisions.

## 5. BUDGET REQUEST BASIS

The budget request is based on currently available estimates for designing the project and acquiring right-of-way. The Road Services Division has applied for a Surface Transportation Program grant, funded by the Federal Highway Administration, for these phases. This budget reques programs those funds and also request Real Estate Excise Tax funds for the local match. Funding for construction and closeout may be requested in future budget requests.

## 6. FUNDING AND REVENUE DISCUSSION

39789 Contribution -- Real Estate Excise Tax
33341 F.A.U.S. Road Grant

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

New.

## 9. ALTERNATIVES ANALYSIS

During the preliminary design phase, engineers will analyze alternatives for improving the intersection with the goal of reducing collisions, and then recommend a preferred alternative. A single lane roundabout, which is an alternative, would likely reduce all collisions by 75 percent and serious collisions by 90 percent.

## 10. OTHER AGENCY INVOLVEMENT

Federal Highway Administration
Puget Sound Regional Council

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

# Capital Appropriation Proposal



**NARRATIVES** RSD SE GRN VLLY & 218 AVE INT 1139145

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will be designed and constructed in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project and the manner in which it is delivered is aligned with the 2020 proposed Strategic Climate Action, specifically GHG reduction. This project is anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## RSD RAINIER AVENUE SOUTH AND LAKERIDGE DRIVE INTERSECTION IMPROVEMENT (RSD RAINIER S & LKRDG DR INT) 1139146

Green Building Reporting

| | |
|---|---|
| **Department** | LOCAL SERVICES |
| **Council District(s)** | 2 |
| **Fund** | 3865 KING COUNTY ROAD CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | Intersection of Rainier Avenue S and S Lakeridge Drive |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** 01/01/21 - 12/31/21 | $0 | $160,000 | $0 | $0 | $160,000 |
| **3 Final Design** 01/01/22 - 12/31/22 | $0 | $240,000 | $0 | $0 | $240,000 |
| **4 Implementation** 04/01/23 - 12/31/23 | $0 | $0 | $1,090,000 | $0 | $1,090,000 |
| **5 Closeout** 01/01/24 - 07/31/24 | $0 | $0 | $10,000 | $0 | $10,000 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$400,000** | **$1,100,000** | **$0** | **$1,500,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39789 - CONTRIB REET #1** | $400,000 | $1,100,000 | $0 | $1,500,000 |
| **Total Revenue** | **$400,000** | **$1,100,000** | **$0** | **$1,500,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** RSD RAINIER S & LKRDG DR INT 1139146

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $160,000 | $0 | $0 | $160,000 |
| 3 Final Design | $0 | $0 | $240,000 | $0 | $0 | $240,000 |
| 4 Implementation | $0 | $0 | $0 | $1,090,000 | $0 | $1,090,000 |
| 5 Closeout | $0 | $0 | $0 | $10,000 | $0 | $10,000 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$400,000** | **$1,100,000** | **$0** | **$1,500,000** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $160,000 | $0 | $0 | $0 |
| 3 Final Design | $0 | $240,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $1,090,000 | $0 | $0 | $0 |
| 5 Closeout | $0 | $10,000 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,500,000** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $160,000 | $160,000 | $0 |
| 3 Final Design | $0 | $240,000 | $240,000 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$400,000** | **$400,000** | **$0** |

**NARRATIVES** RSD RAINIER S & LKRDG DR INT 1139146

## Current Scope

Rainier Ave S & S Lakeridge Drive Intersection Improvements - To improve the intersection of Rainier Avenue S and S Lakeridge Drive, located between the cities of Renton and Seattle, by adding a signal and making other necessary improvements to accommodate a safer pedestrian crossing.

## 1. PROJECT SCOPE

Rainier Ave S & S Lakeridge Drive Intersection Improvements - To improve the intersection of Rainier Avenue S and S Lakeridge Drive, located between the cities of Renton and Seattle, by adding a signal and making other necessary improvements to accommodate a safer pedestrian crossing.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** RSD RAINIER S & LKRDG DR INT 1139146

## 3. PROJECT JUSTIFICATION

The division's top priority in the 2014 Strategic Plan for Road Services is to address safety concerns on the roadway network. This project will provide safer vehicular access to Rainier Avenue S from the Bryn Mawr and Skyway areas, as well as a safer crossing for pedestrians.

The intersection of Rainier Avenue S and S Lakeridge Drive is a three-legged intersection. Rainier Avenue S is a Tier 1 road that carries over 21,000 vehicles a day and serves as a primary arterial that connects the City of Renton and I-405 with the southern neighborhoods in the City of Seattle. S Lakeridge Drive is a Tier 3 road that carries approximately 2,300 vehicles a day and serves as a collector arterial for the Bryn Mawr-Skyway areas of unincorporated King County. The intersection meets the four-hour signal warrant and is on the King County signal priority array. There are limited signalized or controlled intersections along this stretch of Rainier Avenue S. This area also includes an Equity and Social Justice community.

## 4. PROJECT BENEFITS/OUTCOMES

To improve safety of road users including pedestrians in unincorporated King County.

## 5. BUDGET REQUEST BASIS

The REET 1 budget request is based on currently available estimates to design the project. Additional funds may be requested in future years to construct the project.

## 6. FUNDING AND REVENUE DISCUSSION

39789 Contribution -- Real Estate Tax

## 7. OPERATING BUDGET AND OTHER IMPACTS

Minor positive operating impacts due to improvement of the asset(s).

## 8. PROJECT STATUS

New.

## 9. ALTERNATIVES ANALYSIS

The intersection meets the four-hour signal warrant and is on the King County signal priority array.

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Roads, airport runways, sewers or solid waste landfill projects are exempt.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will be designed and constructed in alignment with King County's Equity and Social Justice Strategic Plan and will be aligned with the ESJ principles incorporated within the Sustainable Infrastructure Scorecard.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project and the manner in which it is delivered is aligned with the 2020 proposed Strategic Climate Action, specifically GHG reduction. This project is anticipated to be rated 'platinum' using the Sustainable Infrastructure Scorecard.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** RSD RAINIER S & LKRDG DR INT 1139146

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW SOUTH COUNTY RECYCLING & TS 1033497

MPA Reporting, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 7 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/29/2023 |
| **Location** | 35101 W. Valley Highway; Algona, WA |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 11/01/10 - 05/30/18 | $4,040,008 | $0 | $0 | $0 | $4,040,008 |
| **2 Preliminary Design** 05/31/18 - 12/01/20 | $8,598,780 | $0 | $0 | $0 | $8,598,780 |
| **3 Final Design** 06/01/19 - 08/31/21 | $16,363,375 | $11,001,796 | $0 | $0 | $27,365,171 |
| **4 Implementation** 09/01/21 - 08/31/23 | $14,209,279 | $64,897,499 | $18,309,167 | $0 | $97,415,945 |
| **5 Closeout** 01/01/24 - 12/31/25 | $0 | $0 | $1,024,514 | $351,750 | $1,376,264 |
| **6 Acquisition** 05/01/12 - 05/29/20 | $6,257,829 | $0 | $0 | $0 | $6,257,829 |
| **Total Budget** | **$49,469,271** | **$75,899,295** | **$19,333,681** | **$351,750** | **$145,053,997** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $520,482 | $360,019 | $0 | $880,501 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39113 - GENERAL OBLIGATION BONDS** | $75,899,295 | $23,333,681 | $351,750 | $99,584,726 |
| **Total Revenue** | **$75,899,295** | **$23,333,681** | **$351,750** | **$99,584,726** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW SOUTH COUNTY RECYCLING & TS 1033497

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $4,206,609 | $0 | $0 | $0 | $0 | $4,206,609 |
| 2 Prelim Design | $3,407,792 | $6,890,669 | $0 | $0 | $0 | $10,298,461 |
| 3 Final Design | $63,455 | $5,260,965 | $11,001,796 | $0 | $0 | $16,326,216 |
| 4 Implementation | $109,700 | $0 | $73,533,303 | $32,309,167 | $0 | $105,952,170 |
| 5 Closeout | $0 | $0 | $0 | $1,024,514 | $351,750 | $1,376,264 |
| 6 Acquisition | $3,006,287 | $3,217,108 | $0 | $0 | $0 | $6,223,395 |
| **Total Expense** | **$10,793,844** | **$15,368,742** | **$84,535,099** | **$33,333,681** | **$351,750** | **$144,383,116** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $4,055,179 | $4,206,609 | $4,040,008 | $4,206,609 |
| 2 Preliminary Design | $0 | $10,026,905 | $4,042,055 | $8,598,780 | $10,298,461 |
| 3 Final Design | $0 | $16,326,216 | $72,805 | $16,363,375 | $5,324,420 |
| 4 Implementation | $0 | $106,375,157 | $109,700 | $14,209,279 | $109,700 |
| 5 Closeout | $0 | $1,376,264 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $6,223,395 | $3,006,372 | $6,257,829 | $6,223,395 |
| **Total** | **$0** | **$144,383,116** | **$11,437,541** | **$49,469,271** | **$26,162,585** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($166,601) | $0 | $0 | ($166,601) |
| 2 Preliminary Design | ($1,699,681) | $0 | $0 | ($1,699,681) |
| 3 Final Design | $11,038,955 | $11,001,796 | $11,001,796 | $11,038,955 |
| 4 Implementation | $14,099,579 | $64,897,499 | $73,533,303 | $5,463,775 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $34,434 | $0 | $0 | $34,434 |
| **Total** | **$23,306,686** | **$75,899,295** | **$84,535,099** | **$14,670,882** |

**NARRATIVES** SW SOUTH COUNTY RECYCLING & TS 1033497

## Current Scope

South County Recycling and Transfer Station - This project entails will siting, designing, permitting, and constructing a new, modern transfer and recycling facility to replace the Algona Transfer Station, which has been in operation since the 1960s and lacks recycling services.

## 1. PROJECT SCOPE

South County Recycling and Transfer Station - This project entails will siting, designing, permitting, and constructing a new, modern transfer and recycling facility to replace the Algona Transfer Station, which has been in operation since the 1960s and lacks recycling services.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** SW SOUTH COUNTY RECYCLING & TS 1033497

## 3. PROJECT JUSTIFICATION

The need to replace the 1960s-era Algona Transfer station with a new solid waste transfer and recycling station was identified in the 2006 Solid Waste Transfer and Waste Management Plan (Transfer Plan). The Plan subsequently underwent County Council review and refinement as a result of discussions among cities, Council staff, the auditor and the Division. In 2014 the Transfer Plan Review Final Report was submitted to Council via Motion 14145, recommending that the Division "continue siting evaluations", and, if an alternative is selected that calls for a new South County Recycling and Transfer Station (SCRTS), the Division proceed with the project.

## 4. PROJECT BENEFITS/OUTCOMES

The new facility would provide the following primary benefits: More capacity to meeting growing demand for solid waste services, expanded services, including recycling services for yard waste, wood, appliances and scrap metal that are not currently available in south King county; garbage compactors for efficient operations including a reduction of truck hauling traffice by as much as 30 percent; Adequate space for customer vehicles on-site parking; and an enclosed transfer building, to reduce community impacts such as noise, odor and dust. New services also include disposal of household hazardous waste.

## 5. BUDGET REQUEST BASIS

Project schedule determined cashflow and budget needs. The Factoria Recycling and Transfer Station in Bellevue was used as the basis for construction cost estimates and schedule. Estimate at completion is approximately $144M. The project is in the Preliminary Design phase. There are many variables, including the conditions the City of Algona may place on the project during land use permitting, incorporation of new green building requirements, (LEED Platinum or Living Building Challenge sustainability programs), and the construction bidding climate in the year 2021 or beyond.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

When the station is complete, anticipated to be in the 2023-2024 biennium, two Transfer Station Operators (one per shift) will be required to operate the pre-load compactor(s) at the station. Two additional operators (also one per shift) and some additional equipment (bins, forklifts, etc.) will be required to support recycling, because the existing transfer station does not offer any recycling services.

## 8. PROJECT STATUS

SCRTS is currently in the Preliminary Design Phase working toward completion of 30% design and establishment of the project baseline.

## 9. ALTERNATIVES ANALYSIS

A siting process was conducted to generate a short-list of candidate sites. An Environmental Impact Statement (EIS) was prepared for the project. The EIS considered two action alternatives (one in the City of Algona and one in the City of Auburn) and a no-action alternative (maintain the existing Algona Transfer Station). The Algona site was identified as the preferred alternative and was selected as the project site. During the Pre-design Phase, as part of the Basis of Design Task, the design consultant developed conceptual site plan options for SWD evaluation. Additional alternatives were explored during the Value Engnieering process. Several options identified through Value Engineering process will be incorporated into the design.

## 10. OTHER AGENCY INVOLVEMENT

Public Health - Seattle and King County, the Washington State Department of Fish and Wildlife and the Washington State Department of Ecology are regulators. The City of Algona is the jurisdiction issuing Conditional Use, Building, and Occupancy Permits. The US Army Corp of Engineers will also be involved.

## 11. ART ELIGIBILITY

The project qualifies for public art under 4Cultures 1% for Arts program. The division is currently working with 4Culture to identify an Artist in Residence.

**NARRATIVES** SW SOUTH COUNTY RECYCLING & TS 1033497

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

As part of siting the new facility, a Siting Report was prepared that documents the Economic and Equity and Social Justice Impacts of the project. The report looks at service area and associated demographic data, and evaluate economic development, construction and operational effects. During the Pre-design Phase ESJ impacts will be further evaluated. A SCRTS Equity Impact Review Report is being prepared that will focus on the following activities: engagement with the affected communities; identification of approaches that best advance positive equity impact; evaluation of impacts to respond to community concerns; identification of opportunities to partner with stakeholders; and refinement of project design to reflect community input. The division is pursuing the following ESJ opportunities: agriculture program/purchase equipment; Interurban Trail enhancements within the cities of Algona, Pacific, and Auburn; multi-purpose room for environmental education; job training for youth in Green Infrastructure/habitat restoration.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

In compliance with the King County Strategic Climate Action Plan, the design team will evaluate the feasibility of achieving Zero Energy as well as Petal and Full Living Building Challenge certification by the International Living Future Institute. If it is determined these certifications are not feasible, in the manner prescribed by King County's Green Building and Sustainable Development Ordinance #17709 and the Strategic Climate Action Plan the project will strive to achieve LEED® Platinum certification by the United States Green Building Council. King County has committed to the protection of clean water and habitat through the Clean Water Healthy Habitat Initiative (CWHH) and is looking for opportunities to incorporate the goals of the initiative into the SCRTS project. The division is taking the initiative under consideration and determining the feasibility of integration into the SCRTS project. The division has taken an initial step by meeting with the Initiative's Program Manager to get an understanding of CWHH policy priorities and guidelines. Preliminary discussions indicate the project is in alignment with CWHH goals and is in alignment with elements of Living Building Challenge certification. Since CWHH is a new program, impacts to the project's scope, schedule and budget are currently unknown.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW NORTHEAST RECYCLING & TRANSFER STATION (SW NORTHEAST RECYCLING & TS) 1033498

MPA Reporting, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 6 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/31/2027 |
| **Location** | The site will be located in the northeast area of King County; the specific location has yet to be determined. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 11/01/10 - 02/28/23 | $2,829,673 | $1,863,080 | $0 | $0 | $4,692,753 |
| **2 Preliminary Design** 03/01/23 - 03/31/24 | $0 | $771,433 | $4,133,179 | $0 | $4,904,612 |
| **3 Final Design** 04/01/24 - 10/31/25 | $76,376 | $0 | $4,972,160 | $4,194,125 | $9,242,661 |
| **4 Implementation** 11/01/25 - 03/31/28 | $866,577 | $157,070 | $0 | $45,714,854 | $46,738,501 |
| **5 Closeout** 04/01/28 - 02/28/30 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** 01/01/20 - 08/31/22 | $37,365,339 | $870,746 | $0 | $0 | $38,236,085 |
| **Total Budget** | **$41,137,965** | **$3,662,329** | **$9,105,339** | **$49,908,979** | **$103,814,612** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $128,750 | $80,523 | $1,101,310 | $1,310,583 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39113 - GENERAL OBLIGATION BONDS** | $3,662,329 | $9,105,340 | $49,908,979 | $62,676,648 |
| **Total Revenue** | **$3,662,329** | **$9,105,340** | **$49,908,979** | **$62,676,648** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW NORTHEAST RECYCLING & TS 1033498

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $1,044,870 | $1,509,500 | $3,722,810 | $0 | $0 | $6,277,180 |
| 2 Prelim Design | $945 | $0 | $1,071,433 | $4,133,179 | $0 | $5,205,557 |
| 3 Final Design | $61,728 | $0 | $0 | $4,972,160 | $4,194,125 | $9,228,013 |
| 4 Implementation | $249,574 | $0 | $157,070 | $0 | $45,714,854 | $46,121,498 |
| 5 Closeout | $7,708 | $0 | $0 | $0 | $0 | $7,708 |
| 6 Acquisition | $5,734 | $0 | $36,624,823 | $0 | $0 | $36,630,557 |
| **Total Expense** | **$1,370,560** | **$1,509,500** | **$41,576,136** | **$9,105,339** | **$49,908,979** | **$103,470,514** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $5,879,204 | $1,125,921 | $2,829,673 | $2,554,370 |
| 2 Preliminary Design | $0 | $5,205,558 | $945 | $0 | $945 |
| 3 Final Design | $0 | $9,228,014 | $61,728 | $76,376 | $61,728 |
| 4 Implementation | $0 | $116,397,630 | $249,574 | $866,577 | $249,574 |
| 5 Closeout | $0 | $1,210,920 | $7,708 | $0 | $7,708 |
| 6 Acquisition | $0 | $36,630,557 | $5,734 | $37,365,339 | $5,734 |
| **Total** | **$0** | **$174,551,883** | **$1,451,610** | **$41,137,965** | **$2,880,059** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $275,303 | $1,863,080 | $3,722,810 | ($1,584,427) |
| 2 Preliminary Design | ($945) | $771,433 | $1,071,433 | ($300,945) |
| 3 Final Design | $14,648 | $0 | $0 | $14,648 |
| 4 Implementation | $617,003 | $157,070 | $157,070 | $617,003 |
| 5 Closeout | ($7,708) | $0 | $0 | ($7,708) |
| 6 Acquisition | $37,359,605 | $870,746 | $36,624,823 | $1,605,528 |
| **Total** | **$38,257,906** | **$3,662,329** | **$41,576,136** | **$344,099** |

**NARRATIVES** SW NORTHEAST RECYCLING & TS 1033498

## Current Scope

Northeast Recycling and Transfer Station - This project entails siting, permitting, designing and constructing a new transfer and recycling facility to replace the Houghton Transfer Station in Kirkland, which has been in service the mid-1960s The 2006 Solid Waste and Waste Export System Plan, approved by King County Council in 2007, identified the need to replace the existing Houghton Transfer Station. The new recycling and transfer station is proposed to be located in teh northeast part of King County, the areas of in or around the cities of Sammamish, Kirkland, Redmond and Woodinville. A site area between 10 and 20 acres is desirable for the station. The new station will include an enclosed solid waste transfer and processing area; solid waste compactor units,; a recycling collection and sorting area; employee facility; scale house and weigh station; fueling station; space for on-site customer queuing; and a possible moderate risk waste (MRW) facility. In June 2020, the Solid Waste Division will launch a siting process involving the cities of Redmond, Kirkland, Woodinville and Sammamish, and engaging the public and stakeholders in the initial phase of the project. After design and construction, the new station is scheduled for operation in 2027.

# Capital Appropriation Proposal



**NARRATIVES** SW NORTHEAST RECYCLING & TS 1033498

## 1. PROJECT SCOPE

Northeast Recycling and Transfer Station - This project entails siting, permitting, designing and constructing a new transfer and recycling facility to replace the Houghton Transfer Station in Kirkland, which has been in service the mid-1960s The 2006 Solid Waste and Waste Export System Plan, approved by King County Council in 2007, identified the need to replace the existing Houghton Transfer Station. The new recycling and transfer station is proposed to be located in teh northeast part of King County, the areas of in or around the cities of Sammamish, Kirkland, Redmond and Woodinville. A site area between 10 and 20 acres is desirable for the station. The new station will include an enclosed solid waste transfer and processing area; solid waste compactor units,; a recycling collection and sorting area; employee facility; scale house and weigh station; fueling station; space for on-site customer queuing; and a possible moderate risk waste (MRW) facility. In June 2020, the Solid Waste Division will launch a siting process involving the cities of Redmond, Kirkland, Woodinville and Sammamish, and engaging the public and stakeholders in the initial phase of the project. After design and construction, the new station is scheduled for operation in 2027.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The 2006 Solid Waste Transfer and Waste Management Plan (Transfer Plan) identified the replacement of the Houghton Transfer Station with a new solid waste transfer and recycling station located in the Northeast portion of the urbanized area of the county. The 2019 Comprehensive Solid Waste Management Plan was adopted by the King County Council and reaffirmed the mandate for the project.

## 4. PROJECT BENEFITS/OUTCOMES

The new facility will provide the following primary benefits: Expanded recycling services for materials such as yard waste, wood, appliances and scrap metal that are currently unavailable in this portion of the Solid Waste Service Area. People in northeast King County currently have to drive 30 minutes or more to access these services. The facility will also have compactors to accurately and efficiently load the collected garbage, thereby reducing by about 30% the number of trucks hauling garbage from the station to the landfill; Adequate space for customer vehicles on-site and; An enclosed transfer building reduce community impacts and contain noise, odor and dust.

## 5. BUDGET REQUEST BASIS

Budget Assumptions: 1) Project Delivery based on "Public Works Bidding" aka Design-Bid-Build; 2) Site-specific Project Delivery and Financing Study Report commences upon issuance of the Final EIS; 3) Design vendor procurement commences upon transmittal of Site Specific Project Delivery and Financing Study Report to Executive & Council (assumes no revisions or action by Council); 4) Assumes no appeal of the Final Environmental Impact Statement; 5) Assumes a station design similar to the Factoria Recycling and Transfer Station, scaled for projected waste tonnage; and 6) Assumes no delays or difficulties in site property purchase. The recently completed Factoria Recycling and Transfer station project and the current 30% design for South County Recycling & Transfer Station were used as bases for cost estimates and schedule. These were adjusted for inflation and aligned with this project's schedule to determine cashflow and budget needs. The 2021-2022 request is for planning and preliminary design phases.

## 6. FUNDING AND REVENUE DISCUSSION

The project will be primarily funded by bond funding/borrowing.

## 7. OPERATING BUDGET AND OTHER IMPACTS

During construction, costs to the SWD Operating Fund will be limited to debt service on the bonds used to design and construct the new station. Assuming a 4.5% interest rate and 20 year term, this results in a $375,000 annual payment for each $5 million borrowed. Once construction has been completed, the new station will require staff for the new services offered at the station, including pre-load compaction and recycling. Staffing levels at the new station will depend on the services to be provided

## 8. PROJECT STATUS

The project is in the Planning Phase. The project had been on hold but was re-started with the adoption of the 2019 Comprehensive Solid Waste Management Plan. Engagement on the siting process and the project requirements was initiated with the potential host cities and is ongoing. The procurement process for the siting consultant has been conducted and the project team is now selected.

**NARRATIVES** SW NORTHEAST RECYCLING & TS 1033498

## 9. ALTERNATIVES ANALYSIS

The division has explored the alternative of not building a new station through demand management modeling of where Houghton customers would likely go for transfer services and the impact on commercial haulers. With emphasis now returned to siting a new station, potential candidate sites for the project will be identified and evaluated through a facility siting process. If the siting study identifies multiple viable locations the division will assess environmental, equity and social justice, and economic impacts to help the division finalize site selection.

## 10. OTHER AGENCY INVOLVEMENT

Solid Waste regulatory agencies include the Washington State Department of Ecology and Public Health - Seattle and King County. The Department of Executive Services, Facilities Management Division, Real Estate Services section will be enlisted to acquire property for the new station Due to the service area and the facility siting process the potential host cities of Kirkland, Redmond, Sammamish and Woodinville as well as the Department of Local Services, are involved as major stakeholders. Depending on the location of the selected site, the host city will be the authority having jurisdiction for permitting.

## 11. ART ELIGIBILITY

This project is eligible for participation in 4Cultures 1% for Art Program.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

As part of siting the new facility an Equity Impact Analysis, will be required that will review the Economic and Equity and Social Justice impacts and opportunities for the project on the surrounding community. The report will look at the service area and its associated demographic data, and evaluate economic development, construction and operational effects. The project will integrate ESJ opportunities such as increasing access to a diversity of recycling services and cost reduction to customers with recycling rate versus only disposal rate. A project specific ESJ plan will be developed encompassing County ESJ goal areas.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will address Strategic Climate Action Plan, Goal Area 3: Green Building, Measure 1: Percentage of King County-owned capital projects achieving a Platinum level certification using LEED, the Sustainable Infrastructure Scorecard, or an alternative green building rating system that demonstrates the same or better performance. The project will explore achieving a Living Building Challenge certification. The required target rating level under the Green Building Ordinance is LEED Platinum; the additional cost associated to achieve LEED is to be determined. Specific green building and sustainable development strategies for this project are to be determined. While not fully determined, the benefits of green certification would include: reducing potable water use by rainwater harvesting,reducing truck trips by waste compaction and recycling services, waste heat capture and reuse, natural lighting, more efficient fixtures and equipment and use of sustainable and recycled materials. While no measurements of beneficial impacts have yet been established tools such as the King County Life Cycle Cost Analysis, Greenhouse Gas Calculator and Mitigation Guidelines Manual will be utilized. Clean Water Healthy Habitat (CWHH): Measures to support CWHH could include: minimizing impervious surfaces, where possible, to reduce runoff; Planting native trees and plants; Reducing amount of toxins used in operations (green housekeeping); Enhancing on-site aquatic habitat.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** SW NORTHEAST RECYCLING & TS 1033498

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW BOW LAKE RECYCLING & TS 1033506

Baseline Required, TA, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 18800 ORILLIA ROAD SOUTH, TUKWILA |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $157,134 | $0 | $0 | $157,134 |
| **2 Preliminary Design** | $0 | $8,722 | $0 | $0 | $8,722 |
| **3 Final Design** | $19,627,000 | ($3,692,947) | $0 | $0 | $15,934,053 |
| **4 Implementation** | $69,937,000 | ($1,017,276) | $0 | $0 | $68,919,724 |
| **5 Closeout** | $995,298 | ($63,981) | $0 | $0 | $931,317 |
| **6 Acquisition** | $2,260,000 | $24,278 | $0 | $0 | $2,284,278 |
| **Total Budget** | **$92,819,298** | **($4,584,070)** | **$0** | **$0** | **$88,235,228** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($4,584,070) | $0 | $0 | ($4,584,070) |
| **Total Revenue** | **($4,584,070)** | **$0** | **$0** | **($4,584,070)** |

### EXPENSE SW BOW LAKE RECYCLING & TS 1033506

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $157,134 | $0 | $0 | $0 | $0 | $157,134 |
| **2 Prelim Design** | $8,722 | $0 | $0 | $0 | $0 | $8,722 |
| **3 Final Design** | $15,934,053 | $0 | $0 | $0 | $0 | $15,934,053 |
| **4 Implementation** | $68,919,724 | $0 | $0 | $0 | $0 | $68,919,724 |
| **5 Closeout** | $931,312 | $0 | $0 | $0 | $0 | $931,312 |
| **6 Acquisition** | $2,284,278 | $0 | $0 | $0 | $0 | $2,284,278 |
| **Total Expense** | **$88,235,224** | **$0** | **$0** | **$0** | **$0** | **$88,235,224** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $157,134 | $0 | $157,134 |
| 2 Preliminary Design | $0 | $0 | $8,722 | $0 | $8,722 |
| 3 Final Design | $0 | $0 | $15,934,053 | $19,627,000 | $15,934,053 |
| 4 Implementation | $0 | $0 | $68,919,724 | $69,937,000 | $68,919,724 |
| 5 Closeout | $0 | $0 | $931,312 | $995,298 | $931,312 |
| 6 Acquisition | $0 | $0 | $2,284,278 | $2,260,000 | $2,284,278 |
| **Total** | **$0** | **$0** | **$88,235,223** | **$92,819,298** | **$88,235,223** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($157,134) | $157,134 | $0 | $0 |
| 2 Preliminary Design | ($8,722) | $8,722 | $0 | $0 |
| 3 Final Design | $3,692,947 | ($3,692,947) | $0 | $0 |
| 4 Implementation | $1,017,276 | ($1,017,276) | $0 | $0 |
| 5 Closeout | $63,986 | ($63,981) | $0 | $5 |
| 6 Acquisition | ($24,278) | $24,278 | $0 | $0 |
| **Total** | **$4,584,075** | **($4,584,070)** | **$0** | **$5** |

## NARRATIVES

SW BOW LAKE RECYCLING & TS 1033506

### Current Scope

Bow Lake Recycling and Transfer Station - The project will construct a new Recycling and Transfer Station. Project elements include: acquisition of approximately 10 acres of property; deconstruction of all existing on-site facilities; construction of a (70,000 sq. ft.) transfer building with two stationary solid waste compactors, transfer station operations offices / employee facilities, and processing/recycling area to accommodate collection, baling and storage of recyclable materials; a yard waste drop-off area as well as a fee recycling area; new multiple scale facility; a refueling station for site and transfer vehicles; transfer trailer maneuvering and parking yard; and a storm water management system with underground detention and water quality treatment vault. Waste transfer operations will continue throughout the construction period.

### 1. PROJECT SCOPE

Bow Lake Recycling and Transfer Station - The project will construct a new Recycling and Transfer Station. Project elements include: acquisition of approximately 10 acres of property; deconstruction of all existing on-site facilities; construction of a (70,000 sq. ft.) transfer building with two stationary solid waste compactors, transfer station operations offices / employee facilities, and processing/recycling area to accommodate collection, baling and storage of recyclable materials; a yard waste drop-off area as well as a fee recycling area; new multiple scale facility; a refueling station for site and transfer vehicles; transfer trailer maneuvering and parking yard; and a storm water management system with underground detention and water quality treatment vault. Waste transfer operations will continue throughout the construction period.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

# Capital Appropriation Proposal



**NARRATIVES** SW BOW LAKE RECYCLING & TS 1033506

## 5. BUDGET REQUEST BASIS

This project is complete. The budget request would disappropriate the balance of the project's budget.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW CONSTR CIP OVERSIGHT 1033507

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 01/01/21 - 12/31/22 | $169,682 | $29,920 | $0 | $0 | $199,602 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$169,682** | **$29,920** | **$0** | **$0** | **$199,602** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39797 - CONTRIB SOLID WASTE** | $29,920 | $0 | $0 | $29,920 |
| **Total Revenue** | **$29,920** | **$0** | **$0** | **$29,920** |

### EXPENSE SW CONSTR CIP OVERSIGHT 1033507

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $9,381 | $0 | $0 | $0 | $0 | $9,381 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $108,398 | $28,976 | $31,332 | $13,212 | $0 | $181,918 |
| **5 Closeout** | $2,252 | $0 | $0 | $0 | $0 | $2,252 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$120,030** | **$28,976** | **$31,332** | **$13,212** | **$0** | **$193,550** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $9,381 | $9,381 | $0 | $9,381 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $181,917 | $108,398 | $169,682 | $137,374 |
| 5 Closeout | $0 | $2,252 | $2,252 | $0 | $2,252 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$193,550** | **$120,031** | **$169,682** | **$149,007** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($9,380) | $0 | $0 | ($9,380) |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $32,308 | $29,920 | $31,332 | $30,896 |
| 5 Closeout | ($2,252) | $0 | $0 | ($2,252) |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$20,676** | **$29,920** | **$31,332** | **$19,264** |

## NARRATIVES

SW CONSTR CIP OVERSIGHT 1033507

### Current Scope

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 1. PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Budget appropriation supports cost of Capital Project Oversight work of Capital Projects by King County Auditor

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** SW CONSTR CIP OVERSIGHT 1033507

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

Administrative project for auditor review

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW HARBOR ISLAND DOCK DEMO 1129850

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 8 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 12/15/2021 |
| **Location** | 3235 16th Ave SW Seattle, WA 98134 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/17 - 03/29/19 | $79,089 | $0 | $0 | $0 | $79,089 |
| **2 Preliminary Design** 04/01/19 - 06/19/20 | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** 06/22/20 - 05/31/21 | $418,190 | $338,848 | $0 | $0 | $757,038 |
| **4 Implementation** 06/01/21 - 04/15/22 | $2,770,697 | $4,557,470 | $0 | $0 | $7,328,167 |
| **5 Closeout** 04/18/22 - 06/15/22 | $0 | $80,978 | $0 | $0 | $80,978 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,267,977** | **$4,977,296** | **$0** | **$0** | **$8,245,273** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39113 - GENERAL OBLIGATION BONDS** | $4,977,296 | $0 | $0 | $4,977,296 |
| **Total Revenue** | **$4,977,296** | **$0** | **$0** | **$4,977,296** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW HARBOR ISLAND DOCK DEMO 1129850

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $29,898 | $0 | $0 | $0 | $0 | $29,898 |
| 2 Prelim Design | $460,998 | $146,075 | $0 | $0 | $0 | $607,073 |
| 3 Final Design | $517 | $604,800 | $338,848 | $0 | $0 | $944,165 |
| 4 Implementation | $0 | $0 | $6,583,159 | $0 | $0 | $6,583,159 |
| 5 Closeout | $0 | $0 | $80,978 | $0 | $0 | $80,978 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$491,413** | **$750,875** | **$7,002,985** | **$0** | **$0** | **$8,245,273** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $29,898 | $29,995 | $79,089 | $29,898 |
| 2 Preliminary Design | $0 | $607,073 | $549,635 | $1 | $607,073 |
| 3 Final Design | $0 | $944,165 | $6,487 | $418,190 | $605,317 |
| 4 Implementation | $0 | $6,583,159 | $0 | $2,770,697 | $0 |
| 5 Closeout | $0 | $80,978 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$8,245,273** | **$586,117** | **$3,267,977** | **$1,242,288** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $49,191 | $0 | $0 | $49,191 |
| 2 Preliminary Design | ($607,072) | $0 | $0 | ($607,072) |
| 3 Final Design | ($187,127) | $338,848 | $338,848 | ($187,127) |
| 4 Implementation | $2,770,697 | $4,557,470 | $6,583,159 | $745,008 |
| 5 Closeout | $0 | $80,978 | $80,978 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,025,689** | **$4,977,296** | **$7,002,985** | **$0** |

**NARRATIVES** SW HARBOR ISLAND DOCK DEMO 1129850

## Current Scope

Harbor Island Dock Demolition - The purpose of this project is to demolish and remove the remaining components of a derelict, creosote-treated timber dock located along the western shoreline of Harbor Island, at the mouth of the Duwamish River and leave the site in a stable condition. The dock, which is approximately 72,700 square feet in size, has experienced a continuous state of decline while under the previous ownership of Fisher Mills and Pendleton Flour Mills during the 1990's and early 2000's. The project area includes aquatic land leased to King County by the Washington State Department of Natural Resources, Lease No. 22-002757, and King-County-owned land immediately upland, located on parcel 7666703020. In 2003, the KCSWD purchased the upland mill site, which included the derelict dock structure; the conveyance of the property deeded to KCSWD included the assignment of WA-DNR aquatic lease No. 22-002757, originally issue to Fisher Mills in 1992. The re-assignment of the WA-DNR aquatic lease transferred the terms, conditions, and obligations of the original lease to KCSWD. Completion of the project would meet the obligations of the WA-DNR aquatic lease. WA-DNR has indicated that the aquatic lease for the property may not be renewed if the obligations of the lease are not met. If the lease is note renewed, KCSWD would lose marine access, a key reason for acquisition of the property.

# Capital Appropriation Proposal



**NARRATIVES** SW HARBOR ISLAND DOCK DEMO 1129850

## 1. PROJECT SCOPE

Harbor Island Dock Demolition - The purpose of this project is to demolish and remove the remaining components of a derelict, creosote-treated timber dock located along the western shoreline of Harbor Island, at the mouth of the Duwamish River and leave the site in a stable condition. The dock, which is approximately 72,700 square feet in size, has experienced a continuous state of decline while under the previous ownership of Fisher Mills and Pendleton Flour Mills during the 1990's and early 2000's. The project area includes aquatic land leased to King County by the Washington State Department of Natural Resources, Lease No. 22-002757, and King-County-owned land immediately upland, located on parcel 7666703020. In 2003, the KCSWD purchased the upland mill site, which included the derelict dock structure; the conveyance of the property deeded to KCSWD included the assignment of WA-DNR aquatic lease No. 22-002757, originally issue to Fisher Mills in 1992. The re-assignment of the WA-DNR aquatic lease transferred the terms, conditions, and obligations of the original lease to KCSWD. Completion of the project would meet the obligations of the WA-DNR aquatic lease. WA-DNR has indicated that the aquatic lease for the property may not be renewed if the obligations of the lease are not met. If the lease is note renewed, KCSWD would lose marine access, a key reason for acquisition of the property.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

Demolition of the dock is justified because of the advanced state of its deterioration. The dock is under Washington State Department of Natural Resources Lease No. 22-002757, a 30-year lease expiring in August 2022. The lease contains a contractual requirement requiring that the leasee keep and maintain the property in good order and repair and in safe condition. DNR has indicated that the aquatic lease for the property may not be renewed if the derelict dock is not removed or repaired. There does not appear to be an alternative to demolition; if the lease is not renewed, King County Solid Waste Division would lose marine access, a key rationale for acquisition of the property. Left as is, the existing creosote piles could potentially release polycyclic aromatic hydrocarbons into the Duwamish waterway, potentially impacting marine life.

## 4. PROJECT BENEFITS/OUTCOMES

By meeting the contractual requirements of Washington State Department of Natural Resources Lease No. 22-002757, the lease can be renewed in 2022 and King County Solid Waste Division would continue to have marine access, a key reason for the property acquisition. As the existing warehouse is also on leased land, extending the lease with DNR will also keep the warehouse legal (permitted). The work will result in the restoration of fish passage and removal of creosote and other non-native materials from the West Waterway of the Duwamish River. The regrading of the shoreline will relocate the Mean Higher High Water (MHHW) mark eastward in several locations, creating approximately 3,200 square feet of new aquatic habitat.

## 5. BUDGET REQUEST BASIS

This budget request is based on the 30% construction cost estimate provided by the design consultant on 02/25/2020 and is anticipated to fund the project through the implementation and closeout phases.

## 6. FUNDING AND REVENUE DISCUSSION

N/A

## 7. OPERATING BUDGET AND OTHER IMPACTS

The removal of the derelict dock will reduce the maintenance demand on the operating budget.

## 8. PROJECT STATUS

All permit applications have been submitted and the project will enter the final design phase on June 01, 2020. The implementation phase is planned to begin on June 01, 2021 with dock demolition activities scheduled to occur July 01, 2021 through February 15, 2022.

# Capital Appropriation Proposal



**NARRATIVES** SW HARBOR ISLAND DOCK DEMO 1129850

## 9. ALTERNATIVES ANALYSIS

Washington State Department of Natural Resources (DNR) is requiring the demolition and removal of the condemned dock and creosote-treated pilings and debris. SWD obtained consultant estimates on replacement of the dock in addition to demolition, however the expense would be between $20-30M. The decision was made to move forward with demolition (only) of the dock to avoid the possibility of DNR not renewing the marine lease. Dock demolition alternatives were analyzed to determine the best option for removal and the alternatives analysis was completed on October 22, 2019.

## 10. OTHER AGENCY INVOLVEMENT

Permitting Agencies U.S. Army Corps of Engineers (USACE) - Section 404 Clean Water Act and Section 10 Rivers and Harbors Act - Department of Army Permit Fish and Wildlife Service, National Marine Fisheries Service - Section 7 Endangered Species Act (ESA) Compliance Washington State Department of Ecology - Section 401 Water Quality Certification and Coastal Zone Management Act Consistency Determination Washington Department of Fish and Wildlife - Hydraulic Project Approval (HPA) Washington State Department of Natural Resources - Aquatic Lands Lease renewal City of Seattle - Shoreline Special Use/Shoreline Substantial Development Permit and Construction Permits Tribes Muckleshoot and Suquamish - Project is located within the federally adjudicated usual and accustomed places for fishing

## 11. ART ELIGIBILITY

This is a demolition project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

1. Stakeholder Partnering and Collaboration - This project will practice and implement levels of engagement designated "County Informs", "County Consults", and "County Engages in Dialogue" with both the neighbors near the project site and with the Duwamish and Suquamish Tribes 2. Site, Design, and Construct to Counter Known Disparities in Conditions - This project will result in the addition of 3,200 square feet of aquatic lands 3. Advance Economic Justice - This project is on track to exceed the apprenticeship and Small Contrator Supplier (SCS) requirements for planning and design through priority contracted hires and apprentices 4. Innovation Strategy - The Design Consultant participated in an Equity and Social Justice in Green Building and Community Development Training hosted by the Project Representative and other peers from the King County Solid Waste Division

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The Harbor Island Dock Demolition Project will remove an approximately 72,000 sf overwater structure; including approximately 1,800 creososte treated timber piles and miscellaneous debris, the resulting shoreline stabilization, and creation of approximately 3,400 sf of new aquatic habitat will also be beneficial to the aquatic environment. The project removes shoreline obstructions along the salmonid migratory corridor, restores nearshore habitat, reduces shade alon the shoreline and improves water quality. Overall, this project will improve aquatic habitat and shallow nearshore access for juvenlise salmonoids migrating to Puget Sound. Federally, the U.S. Army Corps of Engineers is processing these proposed activites under Nationwide Permit 27 (Aquatic Habitat Restoration, Enhancement, and Establishment Actvities) and the Corps' Endangered Species Act Team is processing the project under the Fish Passage and Restoration Programmatic Biological Opinion.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

**NARRATIVES** SW HARBOR ISLAND DOCK DEMO 1129850

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW TS MAJOR ASSET REHAB 1138568

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 201 S Jackson, Ste 701 Seattle WA 98104 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $208,472 | $0 | $0 | $208,472 |
| **2 Preliminary Design** | $0 | $318,270 | $0 | $0 | $318,270 |
| **3 Final Design** | $0 | $0 | $546,363 | $0 | $546,363 |
| **4 Implementation** | $0 | $392,000 | $1,086,553 | $608,619 | $2,087,172 |
| **5 Closeout** | $0 | $0 | $0 | $591,809 | $591,809 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$918,742** | **$1,632,916** | **$1,200,428** | **$3,752,086** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **36999 - OTHER MISC REVENUE** | $156,000 | $0 | $0 | $156,000 |
| **39113 - GENERAL OBLIGATION BONDS** | $762,742 | $1,632,916 | $1,200,428 | $3,596,086 |
| **Total Revenue** | **$918,742** | **$1,632,916** | **$1,200,428** | **$3,752,086** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW TS MAJOR ASSET REHAB 1138568

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $208,472 | $0 | $0 | $208,472 |
| 2 Prelim Design | $0 | $0 | $318,270 | $0 | $0 | $318,270 |
| 3 Final Design | $0 | $0 | $0 | $546,363 | $0 | $546,363 |
| 4 Implementation | $0 | $0 | $392,000 | $1,086,553 | $608,619 | $2,087,172 |
| 5 Closeout | $0 | $0 | $0 | $0 | $591,809 | $591,809 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$918,742** | **$1,632,916** | **$1,200,428** | **$3,752,086** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $208,472 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $318,270 | $0 | $0 | $0 |
| 3 Final Design | $0 | $546,363 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,087,172 | $0 | $0 | $0 |
| 5 Closeout | $0 | $591,809 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,752,086** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $208,472 | $208,472 | $0 |
| 2 Preliminary Design | $0 | $318,270 | $318,270 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $392,000 | $392,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$918,742** | **$918,742** | **$0** |

**NARRATIVES** SW TS MAJOR ASSET REHAB 1138568

## Current Scope

Transfer Station Major Asset Maintenance - This project provides assessment of major assets at the transfer station and provides for major overhaul or replacement to maintain consistent and efficient operations throughout the transfer system. Assessments will consider equity in services throughout the system, energy efficiency and carbon footprint and compliance with environmental and workplace requirements.

## 1. PROJECT SCOPE

Transfer Station Major Asset Maintenance - This project provides assessment of major assets at the transfer station and provides for major overhaul or replacement to maintain consistent and efficient operations throughout the transfer system. Assessments will consider equity in services throughout the system, energy efficiency and carbon footprint and compliance with environmental and workplace requirements.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** SW TS MAJOR ASSET REHAB 1138568

## 3. PROJECT JUSTIFICATION

The initial assessment of all major assets at transfer stations will allow for planned improvements for required major maintenance. The potential overhaul or replacement of major assets will include increased energy efficiency and adoption of new technologies. With identified asset overhauls, the transfer stations will be operated in a safe and efficient manner.

## 4. PROJECT BENEFITS/OUTCOMES

Major asset overhaul or replacement will result in reduced downtime of equipment at transfer station and reduced interruptions to service.

## 5. BUDGET REQUEST BASIS

The initial requested appropriation will support the assessment, design of projects that will be needed to implement subprojects as a result of these assessments, and previously scoped small transfer station improvements. Projected spending includes fully burdened staff time, implementation materials and labor and project costs. Additional budget authority will be needed in future biennia to sign consultant and contractor contracts and move the subprojects forward.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Design and operation of the overhauled assets is not expected to impact staff needs.

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

Alternative analysis will be completed following asset assessment.

## 10. OTHER AGENCY INVOLVEMENT

None identified.

## 11. ART ELIGIBILITY

No, project is mostly mechanical systems within the facilities.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will improve operating conditions at all transfer stations to provide more reliable and equitable services across the system. The project will provide equity in working conditions for transfer station staff across the system.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project may be able to provide improved energy efficiency of major assets at transfer stations.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** SW TS MAJOR ASSET REHAB 1138568

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW BOW LAKE S PROCESSING AREA 1138569

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 18800 Orilla Road South, Tukwilla |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/04/21 - 06/30/21 | $0 | $103,000 | $0 | $0 | $103,000 |
| **2 Preliminary Design** 07/01/21 - 11/30/21 | $0 | $206,000 | $0 | $0 | $206,000 |
| **3 Final Design** 12/01/21 - 03/31/22 | $0 | $315,952 | $0 | $0 | $315,952 |
| **4 Implementation** 04/01/22 - 12/30/22 | $0 | $2,149,814 | $0 | $0 | $2,149,814 |
| **5 Closeout** 01/02/23 - 06/30/23 | $0 | $54,636 | $0 | $0 | $54,636 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,829,402** | **$0** | **$0** | **$2,829,402** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $28,014 | $0 | $0 | $28,014 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39113 - GENERAL OBLIGATION BONDS** | $2,829,402 | $0 | $0 | $2,829,402 |
| **Total Revenue** | **$2,829,402** | **$0** | **$0** | **$2,829,402** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW BOW LAKE S PROCESSING AREA 1138569

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $103,000 | $0 | $0 | $103,000 |
| 2 Prelim Design | $0 | $0 | $206,000 | $0 | $0 | $206,000 |
| 3 Final Design | $0 | $0 | $315,952 | $0 | $0 | $315,952 |
| 4 Implementation | $0 | $0 | $2,149,814 | $0 | $0 | $2,149,814 |
| 5 Closeout | $0 | $0 | $0 | $54,636 | $0 | $54,636 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,774,766** | **$54,636** | **$0** | **$2,829,402** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $103,000 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $206,000 | $0 | $0 | $0 |
| 3 Final Design | $0 | $315,952 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,149,814 | $0 | $0 | $0 |
| 5 Closeout | $0 | $54,636 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,829,402** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $103,000 | $103,000 | $0 |
| 2 Preliminary Design | $0 | $206,000 | $206,000 | $0 |
| 3 Final Design | $0 | $315,952 | $315,952 | $0 |
| 4 Implementation | $0 | $2,149,814 | $2,149,814 | $0 |
| 5 Closeout | $0 | $54,636 | $0 | $54,636 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,829,402** | **$2,774,766** | **$54,636** |

**NARRATIVES** SW BOW LAKE S PROCESSING AREA 1138569

## Current Scope

Bow Lake RTS South Processing Area – The project involves the purchase and installation of one new Shredder, two stationary compactors, and construction of covers/awnings with lighting in South Processing Areas.

## 1. PROJECT SCOPE

Bow Lake RTS South Processing Area – The project involves the purchase and installation of one new Shredder, two stationary compactors, and construction of covers/awnings with lighting in South Processing Areas.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** SW BOW LAKE S PROCESSING AREA 1138569

## 3. PROJECT JUSTIFICATION

The completion of the BL South Processing Area will provide Operations with a functioning, flexible, modern recycling area equipped with the right tools and equipment for efficient materials management, machines to process materials so as to densify loads for efficient hauling, and offer the capacity to store materials out of the weather.

## 4. PROJECT BENEFITS/OUTCOMES

There will be benefits to all customers and surrounding community members because current noise and dust levels will decrease below SEPA requirements by way of covers and awnings. There will also be a reduction of dust due to control improvements in the area.

## 5. BUDGET REQUEST BASIS

The $2.8 million requested appropriation will support the final design, implementation, equipment acquisition and close-out phases of this project. Projected spending includes fully burdened staff time, permitting cost, consultant cost, equipment cost, construction cost and project contingency.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

The impact to operational staff will be minimal. The recycling area will have increased efficiency as a result of the project allowing the staff to reduce material management and more time for customer service. In the future, operations may add one or two FTE positions as the business evolves due to recycling material changes at Bow Lake. However, Operations could re-task some employees away from current activities to material recovery and customer engagement activities.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Alternative analysis will be completed in May 2021 for awning construction and equipment alternative analysis by July 2021

## 10. OTHER AGENCY INVOLVEMENT

None identified.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Externally, customers will off-load onto the ground, into bunkers which is far easier and quicker for customers. Additionally, having a baler, shredder and compactors in the recycling area means personnel will not have to leave the area to process materials which means they will be able to provide continuous, high-level, customer service. Internally, we will be listening to our frontline staff who have asked for the right tools to do their jobs, and we will be providing a comfortable, safe work environment; protecting our employees safety while protecting the value of the materials they are collecting and processing.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

By processing recovered materials on site we will densify every load hauled from Bow Lake Recycling and Transfer Station South Processing Area will reduce trips made by vendors and SWD transportation reducing carbon emissions by taking trucks off the road.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** SW BOW LAKE S PROCESSING AREA 1138569

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW SHORELINE RTS DUST CONTROL 1138570

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 2300 N 165th St Shoreline WA 98133 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $103,000 | $0 | $0 | $103,000 |
| **2 Preliminary Design** 04/01/21 - 06/30/21 | $0 | $154,500 | $0 | $0 | $154,500 |
| **3 Final Design** 07/01/21 - 09/30/21 | $0 | $206,000 | $0 | $0 | $206,000 |
| **4 Implementation** 10/01/21 - 05/31/22 | $0 | $2,141,942 | $0 | $0 | $2,141,942 |
| **5 Closeout** 06/01/22 - 12/31/22 | $0 | $53,045 | $0 | $0 | $53,045 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,658,487** | **$0** | **$0** | **$2,658,487** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $26,322 | $0 | $0 | $26,322 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39113 - GENERAL OBLIGATION BONDS** | $2,658,487 | $0 | $0 | $2,658,487 |
| **Total Revenue** | **$2,658,487** | **$0** | **$0** | **$2,658,487** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW SHORELINE RTS DUST CONTROL 1138570

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $103,000 | $0 | $0 | $103,000 |
| 2 Prelim Design | $0 | $0 | $154,500 | $0 | $0 | $154,500 |
| 3 Final Design | $0 | $0 | $206,000 | $0 | $0 | $206,000 |
| 4 Implementation | $0 | $0 | $2,141,942 | $0 | $0 | $2,141,942 |
| 5 Closeout | $0 | $0 | $53,045 | $0 | $0 | $53,045 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,658,487** | **$0** | **$0** | **$2,658,487** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $103,000 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $154,500 | $0 | $0 | $0 |
| 3 Final Design | $0 | $206,000 | $0 | $0 | $0 |
| 4 Implementation | $0 | $2,141,942 | $0 | $0 | $0 |
| 5 Closeout | $0 | $53,045 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,658,487** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $103,000 | $103,000 | $0 |
| 2 Preliminary Design | $0 | $154,500 | $154,500 | $0 |
| 3 Final Design | $0 | $206,000 | $206,000 | $0 |
| 4 Implementation | $0 | $2,141,942 | $2,141,942 | $0 |
| 5 Closeout | $0 | $53,045 | $53,045 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,658,487** | **$2,658,487** | **$0** |

**NARRATIVES** SW SHORELINE RTS DUST CONTROL 1138570

## Current Scope

Shoreline Recycling and Transfer Station Dust Control Improvement– The project involves installation of a new Mezzanine Wall, re-ducting of the existing Dust Control fan equipment, upgrade of the now degraded misting system, and installation of a new bird screen at the ceiling of Shoreline Recycling and Transfer Station.

## 1. PROJECT SCOPE

Shoreline Recycling and Transfer Station Dust Control Improvement– The project involves installation of a new Mezzanine Wall, re-ducting of the existing Dust Control fan equipment, upgrade of the now degraded misting system, and installation of a new bird screen at the ceiling of Shoreline Recycling and Transfer Station.

## 2. PROGRAMMATIC PROJECT DISCUSSION

**NARRATIVES** SW SHORELINE RTS DUST CONTROL 1138570

## 3. PROJECT JUSTIFICATION

The project will install a new mezzanine wall separating the space from the Tipping Floor to create an improved functional environment for Operations to continue to provide its excellent level of service. The project also includes re-ducting of the existing Dust Control fan equipment and system modifications. A failing misting system will be removed and replaced with a hard piped (PVC) misting equipment similar to Bow Lake and Factoria Transfer Stations. Bird netting will be installed above the misting system to help reduce the intrusion of nesting birds similar to a system at Factorka.

## 4. PROJECT BENEFITS/OUTCOMES

There will be a reduction in interior dust levels likely well below SEPA standards and requirements. Exhaust air quality to the Shoreline RTS's neighbors will be much improved reducing the likely need for future air filtration to meet more stringent regulations.

## 5. BUDGET REQUEST BASIS

The $2.6 million requested appropriation will support the final design, implementation and close-out phases of the project. Projected spending includes fully burdened staff time, permitting costs, consultant costs, construction management and project contingency.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

The Operational staff will be provided control of the new and remodeled system on the Tipping Floor. As such, no new staff will be needed. This closer and more comprehensive control will permit greater efficiencies in use and pointed application of the necessary energy resources which will result in better operational dust control and higher efficiency.

## 8. PROJECT STATUS

New.

## 9. ALTERNATIVES ANALYSIS

Alternative analysis will be completed in June 2021.

## 10. OTHER AGENCY INVOLVEMENT

None identified.

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Externally, customers (KC citizenry) will off-load in a fresher, healthier ambient air environment, more conducive to selectively sorting and recycling than dumping and running as they work to onload their vehicles and trailers. Internally, the burdens to health and motivation brought on by the hours spent by Operations staff inside the building on or about the Tipping Floor: pushing, scraping and dropping waste through the compactor chutes will be accomplished in a far healthier environment. Overall, the result should be an improved customer response and increased worker productivity, along with a less "intrusive" environment that encourages participation by customers and Operations alike in addressing the issues of recycling and solid waste on KC's future.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project implementation will provide the opportunity for the Shoreline Transfer Station to operate close to its design capacity and improving the air quality exhausting directly to the atmosphere.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** SW SHORELINE RTS DUST CONTROL 1138570

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW DIVISION CAMERA SYS UPGRADE 1138571

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 201 S Jackson, Ste 701 Seattle WA 98104 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 03/31/21 | $0 | $10,300 | $0 | $0 | $10,300 |
| **2 Preliminary Design** 04/01/21 - 04/30/21 | $0 | $5,150 | $0 | $0 | $5,150 |
| **3 Final Design** 05/01/21 - 05/31/21 | $0 | $25,750 | $0 | $0 | $25,750 |
| **4 Implementation** 06/01/21 - 06/30/22 | $0 | $542,589 | $0 | $0 | $542,589 |
| **5 Closeout** 07/01/22 - 09/30/22 | $0 | $15,913 | $0 | $0 | $15,913 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$599,702** | **$0** | **$0** | **$599,702** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39797 - CONTRIB SOLID WASTE** | $599,702 | $0 | $0 | $599,702 |
| **Total Revenue** | **$599,702** | **$0** | **$0** | **$599,702** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW DIVISION CAMERA SYS UPGRADE 1138571

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $10,300 | $0 | $0 | $10,300 |
| 2 Prelim Design | $0 | $0 | $5,150 | $0 | $0 | $5,150 |
| 3 Final Design | $0 | $0 | $25,750 | $0 | $0 | $25,750 |
| 4 Implementation | $0 | $0 | $542,589 | $0 | $0 | $542,589 |
| 5 Closeout | $0 | $0 | $15,913 | $0 | $0 | $15,913 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$599,702** | **$0** | **$0** | **$599,702** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $10,300 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $5,150 | $0 | $0 | $0 |
| 3 Final Design | $0 | $25,750 | $0 | $0 | $0 |
| 4 Implementation | $0 | $542,589 | $0 | $0 | $0 |
| 5 Closeout | $0 | $15,913 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$599,702** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $10,300 | $10,300 | $0 |
| 2 Preliminary Design | $0 | $5,150 | $5,150 | $0 |
| 3 Final Design | $0 | $25,750 | $25,750 | $0 |
| 4 Implementation | $0 | $542,589 | $542,589 | $0 |
| 5 Closeout | $0 | $15,913 | $15,913 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$599,702** | **$599,702** | **$0** |

**NARRATIVES** SW DIVISION CAMERA SYS UPGRADE 1138571

## Current Scope

Solid Waste Division Camera System Upgrade - This project includes the purchase and installation of security cameras at the facilities that do not have them. The cameras at existing stations will be upgraded to digital cameras. New Digital Video Recorders (DVRs) will be installed to maintain the video recordings. New software will be installed to facilitate the playback of recordings as needed and maintain proper security of all recordings

## 1. PROJECT SCOPE

Solid Waste Division Camera System Upgrade - This project includes the purchase and installation of security cameras at the facilities that do not have them. The cameras at existing stations will be upgraded to digital cameras. New Digital Video Recorders (DVRs) will be installed to maintain the video recordings. New software will be installed to facilitate the playback of recordings as needed and maintain proper security of all recordings

# Capital Appropriation Proposal



**NARRATIVES** SW DIVISION CAMERA SYS UPGRADE 1138571

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The state auditor has requested that all monetary transactions that occur at our facilities be recorded. These recordings are to be retained at a minimum 3 years. All other recordings will be maintained per Solid Waste Division direction. The existing cameras are analog and require an analog video input cards. Windows 10 does not support these cards. The existing cameras need to be upgraded to digital cameras. The current video systems, both DVR and cameras are currently not being supported.

## 4. PROJECT BENEFITS/OUTCOMES

Fewer of the new cameras will be needed to cover the same area as the current analog cameras. The image provided by the digital cameras will be clearer with a higher zoom capability than the current analog cameras. The video storage configuration will allow for a reduction in network traffic on the KC wide area network.

## 5. BUDGET REQUEST BASIS

The budget request is based on a consultant's review of the Division's current hardware and software configuration and the system's future needs.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

There is an anticipated decrease in operational cost. Currently KCIT manages the servers for the recordings. Moving to DVRs is expected to lower SWD's server support costs.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

An alternative analysis was performed concerning the support of the DVRs and compared KCIT maintained servers versus DVRs maintained by the business. The cost impact was estimated at +$60,000 per year if KCIT maintained the servers. This cost includes labor and hardware.

## 10. OTHER AGENCY INVOLVEMENT

KCIT will need to be involved, they have a project to pull data from our current video system and upload it to the web to show queuing lanes

## 11. ART ELIGIBILITY

This project consists mainly of procuring equipment and does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

NA

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

NA

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** SW DIVISION CAMERA SYS UPGRADE 1138571

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW SCADA IMPROVEMENTS 3901 — 1138573

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 201 S Jackson, Ste3 701 Seattle WA 98104 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 03/01/21 - 05/31/21 | $0 | $10,300 | $0 | $0 | $10,300 |
| **2 Preliminary Design** 06/01/21 - 07/31/21 | $0 | $5,150 | $0 | $0 | $5,150 |
| **3 Final Design** 08/01/21 - 09/30/21 | $0 | $10,300 | $0 | $0 | $10,300 |
| **4 Implementation** 10/01/21 - 09/30/22 | $0 | $193,408 | $0 | $0 | $193,408 |
| **5 Closeout** 10/01/22 - 12/31/22 | $0 | $5,304 | $0 | $0 | $5,304 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$224,462** | **$0** | **$0** | **$224,462** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39797 - CONTRIB SOLID WASTE** | $224,462 | $0 | $0 | $224,462 |
| **Total Revenue** | **$224,462** | **$0** | **$0** | **$224,462** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW SCADA IMPROVEMENTS 3901 1138573

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $10,300 | $0 | $0 | $10,300 |
| 2 Prelim Design | $0 | $0 | $5,150 | $0 | $0 | $5,150 |
| 3 Final Design | $0 | $0 | $10,300 | $0 | $0 | $10,300 |
| 4 Implementation | $0 | $0 | $193,408 | $0 | $0 | $193,408 |
| 5 Closeout | $0 | $0 | $5,304 | $0 | $0 | $5,304 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$224,462** | **$0** | **$0** | **$224,462** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $10,300 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $5,150 | $0 | $0 | $0 |
| 3 Final Design | $0 | $10,300 | $0 | $0 | $0 |
| 4 Implementation | $0 | $193,408 | $0 | $0 | $0 |
| 5 Closeout | $0 | $5,304 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$224,462** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $10,300 | $10,300 | $0 |
| 2 Preliminary Design | $0 | $5,150 | $5,150 | $0 |
| 3 Final Design | $0 | $10,300 | $10,300 | $0 |
| 4 Implementation | $0 | $193,408 | $193,408 | $0 |
| 5 Closeout | $0 | $5,304 | $5,304 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$224,462** | **$224,462** | **$0** |

**NARRATIVES** SW SCADA IMPROVEMENTS 3901 1138573

## Current Scope

Supervisory Control and Data Acquisition (SCADA) Improvements 3901 –This project entails upgrading the existing SCADA hardware and software. Some of the hardware is over 16 years old and is out of date. The software associated with the hardware is unsupported. The outdated hardware is installed at various stations, closed landfills and Cedar Hills Regional Landfill. These changes will include software updates and program changes including but not limited to automating various systems where possible, including updating sensor hardware.

## 1. PROJECT SCOPE

Supervisory Control and Data Acquisition (SCADA) Improvements 3901 –This project entails upgrading the existing SCADA hardware and software. Some of the hardware is over 16 years old and is out of date. The software associated with the hardware is unsupported. The outdated hardware is installed at various stations, closed landfills and Cedar Hills Regional Landfill. These changes will include software updates and program changes including but not limited to automating various systems where possible, including updating sensor hardware.

# Capital Appropriation Proposal



**NARRATIVES** SW SCADA IMPROVEMENTS 3901 1138573

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The SCADA programmable logic controllers (PLC) are out of date and no longer supported by the manufacturer. The software that controls the hardware cannot be upgraded until the hardware is upgraded first. Some of the sensors that SCADA uses to control various functions are failing and need to be properly upgraded. The programming code that SCADA uses to control various devices needs to be upgraded. If these upgrades are not performed the SCADA hardware will fail at unpredictable times and will lead to data loss. Pump stations could fail to pump and blowers could fail to run. These failures could cause both a personnel safety issue as well as possible environmental issues.

## 4. PROJECT BENEFITS/OUTCOMES

This project will install newer and more reliable hardware. This hardware will allow the system to remotely monitor the hardware for possible failures. The new programming will allow remote control of pump stations and blowers. This will reduce the amount of trips needed to activate these systems.

## 5. BUDGET REQUEST BASIS

SWD's consultant provided a report detailing hardware that could possibly fail over the next few years. Part of this report was to provide a budget to replace the hardware and the cost to make program changes. The budget request includes cost for the hardware, programming and hardware installation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

There will be a potential for a decrease in associated operating labor hours. Landfill gas technicians and/or wastewater technicians will not have to drive to these facilities to operate them. They will be able to control the pumps or blowers from their desktop

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

There is not an alternative to upgrading the hardware or software.

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

This is mainly a technology project that does not consist of major physical infrastructure construction.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will create a more efficient operating environment for the Division. The SCADA upgrades will prevent accidental releases of gas or leachate into the environment at waste disposal sites. As such, the project upgrades reduce potential fines for such releases from state and federal regulators.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

# Capital Appropriation Proposal



**NARRATIVES** SW SCADA IMPROVEMENTS 3901 1138573

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW BOW LAKE HILL STABILIZATION 1138574

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 5 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/28/2023 |
| **Location** | 18800 Orilla Road South, Tukwilla |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 02/26/21 | $0 | $20,600 | $0 | $0 | $20,600 |
| **2 Preliminary Design** 03/01/21 - 05/31/21 | $0 | $20,600 | $0 | $0 | $20,600 |
| **3 Final Design** 06/01/21 - 12/31/21 | $0 | $51,500 | $0 | $0 | $51,500 |
| **4 Implementation** 01/01/22 - 09/30/22 | $0 | $318,270 | $0 | $0 | $318,270 |
| **5 Closeout** 10/01/22 - 11/30/22 | $0 | $10,641 | $0 | $0 | $10,641 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$421,611** | **$0** | **$0** | **$421,611** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $100,000 | $0 | $0 | $100,000 |
| **39113 - GENERAL OBLIGATION BONDS** | $321,611 | $0 | $0 | $321,611 |
| **Total Revenue** | **$421,611** | **$0** | **$0** | **$421,611** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW BOW LAKE HILL STABILIZATION 1138574

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $20,600 | $0 | $0 | $20,600 |
| 2 Prelim Design | $0 | $0 | $20,600 | $0 | $0 | $20,600 |
| 3 Final Design | $0 | $0 | $51,500 | $0 | $0 | $51,500 |
| 4 Implementation | $0 | $0 | $318,270 | $0 | $0 | $318,270 |
| 5 Closeout | $0 | $0 | $9,548 | $1,093 | $0 | $10,641 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$420,518** | **$1,093** | **$0** | **$421,611** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $20,600 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $20,600 | $0 | $0 | $0 |
| 3 Final Design | $0 | $51,500 | $0 | $0 | $0 |
| 4 Implementation | $0 | $318,270 | $0 | $0 | $0 |
| 5 Closeout | $0 | $10,641 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$421,611** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $20,600 | $20,600 | $0 |
| 2 Preliminary Design | $0 | $20,600 | $20,600 | $0 |
| 3 Final Design | $0 | $51,500 | $51,500 | $0 |
| 4 Implementation | $0 | $318,270 | $318,270 | $0 |
| 5 Closeout | $0 | $10,641 | $9,548 | $1,093 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$421,611** | **$420,518** | **$1,093** |

**NARRATIVES** SW BOW LAKE HILL STABILIZATION 1138574

## Current Scope

Bow Lake Hill Stabilization - The scope of work is to investigate slope erosion problem, design a system to collect slope runoff and direct the water runoff to a designated location (as per design) and fill in eroded area located on the east slope under the stormwater pipe system that is servicing the Bow Lake Recycling & Transfer Station.

## 1. PROJECT SCOPE

Bow Lake Hill Stabilization - The scope of work is to investigate slope erosion problem, design a system to collect slope runoff and direct the water runoff to a designated location (as per design) and fill in eroded area located on the east slope under the stormwater pipe system that is servicing the Bow Lake Recycling & Transfer Station.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** SW BOW LAKE HILL STABILIZATION 1138574

## 3. PROJECT JUSTIFICATION

Continued erosion of the slope may lead to large scale slope instability problems and possible failure. Slope runoff diversion will help alleviate existing problem.

## 4. PROJECT BENEFITS/OUTCOMES

May provide water erosion relief caused by future high rain events and eliminate the possibility of slope eroding onto public roadway (Southcenter Parkway) and/or downstream water quality pollution to existing stormwater systems/facilities.

## 5. BUDGET REQUEST BASIS

The requested appropriation will support investigation (planning), all phases of design, construction (implementation), and close-out phases of this project. Projected spending includes KC staff time, consultant efforts in investigation, proposal and design, construction materials and equipment, and project contingency. The budget requested is necessary in order to cover total project costs through the anticipated completion date in 2022; budget authority is needed in order to sign vendor contracts and move forward with implementation.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project will not affect costs for operations. The work location is on the east slope between the transfer station and Southcenter Parkway where the stormwater pipe runs to the detention ponds on the west side of Southcenter Parkway. No new staff will be needed once project is complete.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Has not been completed yet. Estimated date is January 2021

## 10. OTHER AGENCY INVOLVEMENT

No other agency involvement

## 11. ART ELIGIBILITY

Project is not visible to the public.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Possible benefit. There is a potential problem regarding future slope erosion towards Southcenter Parkway and nearby businesses at the bottom of the slope. This work may improve water quality down stream and help mitigate some of the environmental impacts caused by the hill slope erosion.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The slope mitigation may help provide slope protection from future extreme rain occurrences that may lead to major erosion at existing slope erosion. The actual construction on this project should not take very long to complete but will have some increase in emissions from use of dump trucks and/or other equipment during the project implementation.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

# Capital Appropriation Proposal



**NARRATIVES** SW BOW LAKE HILL STABILIZATION 1138574

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW CLOSED LANDFILL PROGRAM 1138579

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3901 SOLID WASTE CONSTRUCTION |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 201 S Jackson St., Ste 701 Seattle WA 98104 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** 04/01/21 - 12/31/27 | $0 | $10,735,736 | $15,693,153 | $10,264,088 | $36,692,977 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$10,735,736** | **$15,693,153** | **$10,264,088** | **$36,692,977** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39113 - GENERAL OBLIGATION BONDS** | $10,641,448 | $12,266,041 | $6,762,793 | $29,670,282 |
| **39797 - CONTRIB SOLID WASTE** | $94,288 | $3,427,112 | $3,501,295 | $7,022,695 |
| **Total Revenue** | **$10,735,736** | **$15,693,153** | **$10,264,088** | **$36,692,977** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW CLOSED LANDFILL PROGRAM 1138579

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $15,231,023 | $15,693,153 | $10,264,088 | $41,188,264 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$15,231,023** | **$15,693,153** | **$10,264,088** | **$41,188,264** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $53,227,965 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$53,227,965** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $10,735,736 | $15,231,023 | ($4,495,287) |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$10,735,736** | **$15,231,023** | **($4,495,287)** |

**NARRATIVES** SW CLOSED LANDFILL PROGRAM 1138579

## Current Scope

SW Closed Landfill Program - The Solid Waste Division (SWD) maintains the responsibility for nine closed landfills located throughout King County - seven of these landfills remain in custodial care with regular monitoring. Landfills undergo routine monitoring of groundwater, surface water, wastewater, and landfill gas as needed. They are closed to the public, except at select landfills where some public activities are compatible with the ongoing maintenance activities. These are site specific projects at closed landfills that will investigate and implement landfill control system improvements to meet regulatory requirements under WAC 173-304 and King County Board of Health Title 10; minimize custodial operations and maintenance requirements; and in some cases develop properties for secondary uses. These projects include planning, design and construction for the identified improvements. The underlying projects consist of the following: 1116833 SW Cedar Fall Env Contrl Sys Mod; 1116838 SW Enumclaw Env Cntrl Sys Mod; 1116840 SW Vashon Env Control Sys Mod; 1124104 SW Hobart LF Cover & Gas Cntrl; 1129849 SW Duvall Env Cntrls; 1129851 SW PC Puy/Kit Cnr Env Ctrl Sys; 1129852 SW PC Houghton Env Ctrl Sys; and 1137091 SWD Closed Landfill Cover Biof.

# Capital Appropriation Proposal



**NARRATIVES** SW CLOSED LANDFILL PROGRAM 1138579

## 1. PROJECT SCOPE

SW Closed Landfill Program - The Solid Waste Division (SWD) maintains the responsibility for nine closed landfills located throughout King County - seven of these landfills remain in custodial care with regular monitoring. Landfills undergo routine monitoring of groundwater, surface water, wastewater, and landfill gas as needed. They are closed to the public, except at select landfills where some public activities are compatible with the ongoing maintenance activities. These are site specific projects at closed landfills that will investigate and implement landfill control system improvements to meet regulatory requirements under WAC 173-304 and King County Board of Health Title 10; minimize custodial operations and maintenance requirements; and in some cases develop properties for secondary uses. These projects include planning, design and construction for the identified improvements. The underlying projects consist of the following: 1116833 SW Cedar Fall Env Contrl Sys Mod; 1116838 SW Enumclaw Env Cntrl Sys Mod; 1116840 SW Vashon Env Control Sys Mod; 1124104 SW Hobart LF Cover & Gas Cntrl; 1129849 SW Duvall Env Cntrls; 1129851 SW PC Puy/Kit Cnr Env Ctrl Sys; 1129852 SW PC Houghton Env Ctrl Sys; and 1137091 SWD Closed Landfill Cover Biof.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The underlying projects will increase the efficiency of landfill gas control and treatment and groundwater quality improvements, resulting in reduction of operational and maintenance costs, as well as regulatory compliance. Improvements will reduce potential for both regulatory noncompliance due to malfunction of landfill control systems and misalignment with King County strategic goals.

## 4. PROJECT BENEFITS/OUTCOMES

The underlying projects will increase the efficiency of landfill gas control and treatment of groundwater quality improvements, resulting in reduction of operational and maintenance costs. These improvements will keep King County in compliance with regulatory standards, ensuring alignment with King County strategic goals. Investments will additionally benefit the atmosphere by reducing fugitive emissions, and help SWD support ending post-closure care under the regulations. The budget request for these iterative projects will execute the recommendations for investigations and mitigation activities. The iterative phases include: investigation, mitigation implementation, monitoring to determine whether additional mitigation is needed, future mitigation as needed to meet each project's goals. The underlying projects have existing appropriation that will also be utilized.

## 5. BUDGET REQUEST BASIS

Each individual project will address improvements to the environmental control systems at each closed landfill in order to meet regulatory requirements. The activities include improvements for landfill gas control and treatment system, as well as groundwater networks to demonstrate a reduced risk for potential regulatory noncompliance and that the landfill conditions are aligning with the King County strategic goal to end the post closure phase. The budget request is based on prior work done at some of the sites, notably Cedar Falls and Enumclaw landfills. The underlying projects have carryforward appropriations that will also be utilized.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

The underlying projects will increase efficiencies in landfill gas control and treatment and groundwater quality improvements resulting in reduced operational and maintenance costs. Achievement of negotiated agreements on program objectives with Seattle-King County Department of Public Health and Washington Department of Ecology and completion of program objectives.

## 8. PROJECT STATUS

These projects are ongoing.

## 9. ALTERNATIVES ANALYSIS

Each project has unique conditions that require different alternative analyses. These analyses are conducted within the scope of the underlying projects.

# Capital Appropriation Proposal



**NARRATIVES** SW CLOSED LANDFILL PROGRAM 1138579

## 10. OTHER AGENCY INVOLVEMENT

Regulators are Seattle-King County Public Health and Washington Department of Ecology. Ecology provides technical expertise to Health on projects and Health provides final approval and annual Landfill Operating Permit.

## 11. ART ELIGIBILITY

Closed landfill sites are located at landfills and are exempt from art eligibility.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

These projects will support the initiative goal of healthy built and natural environments.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Certain underlying project goals are to reduce greenhouse gas (GHG) emissions by 10-20% per year. Additionally, all sites have goals of improving groundwater to meet regulatory compliance and protect human health and the environment in accordance with the Clean Water Healthy Habitat initiative such as leachate control and treatment, landfill cover improvements to reduce infiltration and landfill gas control (landfill gas can have impacts on groundwater).

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW LFR CIP OVERSIGHT 1033548

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3910 LANDFILL RESERVE |
| **Class Code** | ADMIN |
| **Substantial Completion** | |
| **Location** | 16645 228TH STREET SE, MAPLE VALLEY |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $2 | $0 | $0 | $0 | $2 |
| **2 Preliminary Design** | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** | $1 | $0 | $0 | $0 | $1 |
| **4 Implementation** 01/01/09 - 12/31/24 | $95,055 | $23,000 | $26,619 | $0 | $144,674 |
| **5 Closeout** | $1 | $0 | $0 | $0 | $1 |
| **6 Acquisition** | $4,519 | $0 | $0 | $0 | $4,519 |
| **Total Budget** | **$99,579** | **$23,000** | **$26,619** | **$0** | **$149,198** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39797 - CONTRIB SOLID WASTE** | $23,000 | $26,619 | $0 | $49,619 |
| **Total Revenue** | **$23,000** | **$26,619** | **$0** | **$49,619** |

### EXPENSE SW LFR CIP OVERSIGHT 1033548

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $3,397 | $0 | $0 | $0 | $0 | $3,397 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $67,994 | $15,375 | $34,238 | $26,619 | $0 | $144,226 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$71,391** | **$15,375** | **$34,238** | **$26,619** | **$0** | **$147,623** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $3,397 | $3,934 | $2 | $3,397 |
| 2 Preliminary Design | $0 | $0 | $0 | $1 | $0 |
| 3 Final Design | $0 | $0 | $0 | $1 | $0 |
| 4 Implementation | $0 | $144,225 | $67,994 | $95,055 | $83,369 |
| 5 Closeout | $0 | $0 | $0 | $1 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $4,519 | $0 |
| **Total** | **$0** | **$147,622** | **$71,928** | **$99,579** | **$86,766** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($3,395) | $0 | $0 | ($3,395) |
| 2 Preliminary Design | $1 | $0 | $0 | $1 |
| 3 Final Design | $1 | $0 | $0 | $1 |
| 4 Implementation | $11,686 | $23,000 | $34,238 | $448 |
| 5 Closeout | $1 | $0 | $0 | $1 |
| 6 Acquisition | $4,519 | $0 | $0 | $4,519 |
| **Total** | **$12,813** | **$23,000** | **$34,238** | **$1,575** |

## NARRATIVES

SW LFR CIP OVERSIGHT 1033548

### Current Scope

Landfill Reserve Capital Improvement Program Oversight - This project appropriates funds to cover the cost of CIP oversight services provided to the SWD's Landfill Reserve Fund projects by the King County Auditor's Office.

### 1. PROJECT SCOPE

Landfill Reserve Capital Improvement Program Oversight - This project appropriates funds to cover the cost of CIP oversight services provided to the SWD's Landfill Reserve Fund projects by the King County Auditor's Office.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Budget appropriation supports cost of Capital Project Oversight work of Capital Projects by King County Auditor

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

There are no anticipated impacts to SWD's operating budget.

# Capital Appropriation Proposal



**NARRATIVES** SW LFR CIP OVERSIGHT 1033548

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

N/A

## 10. OTHER AGENCY INVOLVEMENT

King County Auditor's Office

## 11. ART ELIGIBILITY

Auditor's oversight project.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to this project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

N/A

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SOLID WASTE AREA 8 DEVELOPMENT/FACILITY RELOCATION (SW A8 DEV/FACILITY RELOCATION) 1115992

Baseline Required, Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3910 LANDFILL RESERVE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 04/30/2019 |
| **Location** | 16645 - 228 AVE SE MAPLE VALLEY, WA 98038-6209 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/02/12 - 01/31/14 | $819,536 | $0 | $0 | $0 | $819,536 |
| **2 Preliminary Design** 01/06/14 - 07/01/16 | $3,106,440 | $0 | $0 | $0 | $3,106,440 |
| **3 Final Design** 09/25/14 - 04/21/17 | $3,684,450 | $0 | $0 | $0 | $3,684,450 |
| **4 Implementation** 05/17/15 - 01/15/21 | $65,054,675 | $1,200,000 | $0 | $0 | $66,254,675 |
| **5 Closeout** 01/18/21 - 10/14/21 | $635,502 | $0 | $0 | $0 | $635,502 |
| **6 Acquisition** | $5,742 | $0 | $0 | $0 | $5,742 |
| **Total Budget** | **$73,306,345** | **$1,200,000** | **$0** | **$0** | **$74,506,345** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39797 - CONTRIB SOLID WASTE** | $1,200,000 | $0 | $0 | $1,200,000 |
| **Total Revenue** | **$1,200,000** | **$0** | **$0** | **$1,200,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW A8 DEV/FACILITY RELOCATION 1115992

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $340,861 | $0 | $0 | $0 | $0 | $340,861 |
| 2 Prelim Design | $2,786,526 | $0 | $0 | $0 | $0 | $2,786,526 |
| 3 Final Design | $4,156,794 | $0 | $0 | $0 | $0 | $4,156,794 |
| 4 Implementation | $61,853,377 | $1,108,385 | $2,571,910 | $0 | $0 | $65,533,672 |
| 5 Closeout | $544,386 | $0 | $0 | $0 | $0 | $544,386 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$69,681,944** | **$1,108,385** | **$2,571,910** | **$0** | **$0** | **$73,362,239** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $351,356 | $340,861 | $340,861 | $819,536 | $340,861 |
| 2 Preliminary Design | $2,921,473 | $2,786,526 | $2,786,526 | $3,106,440 | $2,786,526 |
| 3 Final Design | $3,449,496 | $4,156,794 | $4,332,311 | $3,684,450 | $4,156,794 |
| 4 Implementation | $65,915,272 | $65,533,671 | $62,099,581 | $65,054,675 | $62,961,762 |
| 5 Closeout | $669,334 | $544,386 | $551,943 | $635,502 | $544,386 |
| 6 Acquisition | $0 | $0 | $0 | $5,742 | $0 |
| **Total** | **$73,306,931** | **$73,362,238** | **$70,111,222** | **$73,306,345** | **$70,790,329** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $478,675 | $0 | $0 | $478,675 |
| 2 Preliminary Design | $319,914 | $0 | $0 | $319,914 |
| 3 Final Design | ($472,344) | $0 | $0 | ($472,344) |
| 4 Implementation | $2,092,913 | $1,200,000 | $2,571,910 | $721,003 |
| 5 Closeout | $91,116 | $0 | $0 | $91,116 |
| 6 Acquisition | $5,742 | $0 | $0 | $5,742 |
| **Total** | **$2,516,016** | **$1,200,000** | **$2,571,910** | **$1,144,106** |

**NARRATIVES** SW A8 DEV/FACILITY RELOCATION 1115992

## Current Scope

Southwest Area 8 Development/Facility Relocation - This project is developing a new landfill area at Cedar Hills Regional Landfill (CHRLF). This effort is consistent with the Project Program Plan (PPP) for development of alternatives at CHRLF approved by the King County Council in December 2010. The approved PPP summarized the five alternatives considered and recommended Alternative 2. Alternative 2 was projected to extend landfill life 5 to 6 years based on the tonnage forecast at that time. This project includes relocation of storm water management facilities and contaminated storm water management facilities, and design and construction of the new landfill areas. This project was phased over a seven year period (2012-2018); there are three (3) stages: stage 1 - South Solid Waste Area (SSWA) Excavation, stage 2 - Stormwater and Contaminated Stormwater pond relocation, and stage 3 - construction of the Area 8 Refuse Facility. The schedule proposed in the PPP expected to occur between 2014 and 2018. During the project planning, the schedule was revised to focus construction activities between years 2015 and 2021.

# Capital Appropriation Proposal



**NARRATIVES** SW A8 DEV/FACILITY RELOCATION 1115992

## 1. PROJECT SCOPE

Southwest Area 8 Development/Facility Relocation - This project is developing a new landfill area at Cedar Hills Regional Landfill (CHRLF). This effort is consistent with the Project Program Plan (PPP) for development of alternatives at CHRLF approved by the King County Council in December 2010. The approved PPP summarized the five alternatives considered and recommended Alternative 2. Alternative 2 was projected to extend landfill life 5 to 6 years based on the tonnage forecast at that time. This project includes relocation of storm water management facilities and contaminated storm water management facilities, and design and construction of the new landfill areas. This project was phased over a seven year period (2012-2018); there are three (3) stages: stage 1 - South Solid Waste Area (SSWA) Excavation, stage 2 - Stormwater and Contaminated Stormwater pond relocation, and stage 3 - construction of the Area 8 Refuse Facility. The schedule proposed in the PPP expected to occur between 2014 and 2018. During the project planning, the schedule was revised to focus construction activities between years 2015 and 2021.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The existing CHRLF disposal area (Area 7- lift 7) was projected to completed the initial filling plan in early 2019. The new cell was designed and constructed in compliance with Washington Administrative Code (WAC 173-351) requirements to begin receiving waste by the time the current disposal area completes the initial filling plan. The filling plan completes filling to Area 7- lift 7 and then the area will be temporarily closed. Capacity gained through settlement will be used in the future. The project schedule provided for substantial completion in December 2018. There is a backup option, using the top of Area 5, that allowed the substantial completion to move out as far as December 2019. The remaining capacity in Area 7 will be monitored and updated quarterly, and the completion date adjusted as needed.

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

An alternatives analysis was completed for the refuse facility and selected an alternative the meets all of the division's criteria, based on the 2010 Site Development EIS. The budget was based on engineering quantity estimates of major items and application of appropriate contingency factors for estimates made at the planning information level. The cell was open to accept refuse in summer 2019, but there was a claim with the Contractor. Additional appropriation is needed in the 2021-22 biennium to finish other construction work that was not completed in 2019, due to this claim. An additional $1.2 million dollars was requested in 2020.

## 6. FUNDING AND REVENUE DISCUSSION

Funding for this construction activity is collected through Solid Waste rates, a portion of which is deposited into the Landfill Reserve Fund to pay for new area development.

## 7. OPERATING BUDGET AND OTHER IMPACTS

Because Area 8 operates essentially the same as Area 7 overall there will be only a short term impact to the operating budget. The same staff working on Area 7 will move to Area 8. Staffing is controlled by the rate of refuse received and Area 8 will not change that. During the transition from Area 7 to Area 8 both facilities will be operating at the same time for a period of about 4 months. During this period some added staffing may be needed.

## 8. PROJECT STATUS

Area 8 cell opened and accepted refuse July 2019. The CSW flap is scheduled to be installed summer of 2020 and the Area 7/8 liner tie-in is scheduled for summer of 2021.

**NARRATIVES** SW A8 DEV/FACILITY RELOCATION 1115992

## 9. ALTERNATIVES ANALYSIS

An alternative analysis was developed for each of the three sub projects required to develop the area refuse facility: removal of waste from SSWA, relocation of SW and CSW ponds to SSWA, and construction of the refuse facility where the ponds were previously located. For the SSWA analysis varying extents of removal were reviewed along with various methods of screening. For the pond relocation extensive analysis was made of different flow scenarios and methods to mitigate flow rates and water quality treatments. Several locations and configuration were looked at but alternative siting became limited because of buffer requirement and restrictions by the Bonneville Power Administration. The alternative analysis report for the refuse facility looked at several different sizes of facilities and configurations. In the end the limiting factors became what was the most effective facility that could maximize air space, control gas production, manage excavated material within the CHRL site, and remain stable during earthquake events.

## 10. OTHER AGENCY INVOLVEMENT

Other agency involvement that provided input into the development of the facility included Ecology, King County Department of Health, and the Bonneville Power Administration (BPA). Ecology provides the Health department with expertise on project design issues and compliance with WAC requirements. Health provides the final approve or project documents. In addition Ecology's review of the landfill aspects their Dam Safety section reviewed and approved the construction of the ponds. The South Solid Waste Area (SSWA) is located under BPA power lines. The work of removal of the waste and construction of the ponds required approval of the BPA.

## 11. ART ELIGIBILITY

Landfill area.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

A community workforce agreement is incorporated in the construction contract to provide equitable opportunities.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Three monitoring wells were installed (replacing three that were removed during cell development) for sampling.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW CEDAR HILLS LANDFILL GAS PIPELINE UPGRADE (SW CH LFG PIPELINE UPGRADE) 1124105

Baseline Required, TA, Green Building Reporting, Art Eligible

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3910 LANDFILL RESERVE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 16645 228th Ave SE, Maple Valley 98038 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $171,099 | ($134,384) | $0 | $0 | $36,715 |
| **2 Preliminary Design** | $213,139 | $318,655 | $0 | $0 | $531,794 |
| **3 Final Design** | $262,851 | $127,479 | $0 | $0 | $390,330 |
| **4 Implementation** | $5,433,880 | ($543,340) | $0 | $0 | $4,890,540 |
| **5 Closeout** | $305,263 | ($158,040) | $0 | $0 | $147,223 |
| **6 Acquisition** | $0 | $5,950 | $0 | $0 | $5,950 |
| **Total Budget** | **$6,386,232** | **($383,680)** | **$0** | **$0** | **$6,002,552** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | ($383,680) | $0 | $0 | ($383,680) |
| **Total Revenue** | **($383,680)** | **$0** | **$0** | **($383,680)** |

### EXPENSE SW CH LFG PIPELINE UPGRADE 1124105

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $36,713 | $0 | $0 | $0 | $0 | $36,713 |
| **2 Prelim Design** | $531,794 | $0 | $0 | $0 | $0 | $531,794 |
| **3 Final Design** | $390,330 | $0 | $0 | $0 | $0 | $390,330 |
| **4 Implementation** | $4,890,538 | $0 | $0 | $0 | $0 | $4,890,538 |
| **5 Closeout** | $147,223 | $0 | $0 | $0 | $0 | $147,223 |
| **6 Acquisition** | $5,950 | $0 | $0 | $0 | $0 | $5,950 |
| **Total Expense** | **$6,002,548** | **$0** | **$0** | **$0** | **$0** | **$6,002,548** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $36,714 | $0 | $36,713 | $171,099 | $36,713 |
| 2 Preliminary Design | $369,164 | $0 | $531,794 | $213,139 | $531,794 |
| 3 Final Design | $392,172 | $0 | $390,330 | $262,851 | $390,330 |
| 4 Implementation | $5,398,390 | $0 | $4,890,538 | $5,433,880 | $4,890,538 |
| 5 Closeout | $189,792 | $0 | $147,223 | $305,263 | $147,223 |
| 6 Acquisition | $0 | $0 | $5,950 | $0 | $5,950 |
| **Total** | **$6,386,232** | **$0** | **$6,002,548** | **$6,386,232** | **$6,002,548** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $134,386 | ($134,384) | $0 | $2 |
| 2 Preliminary Design | ($318,655) | $318,655 | $0 | $0 |
| 3 Final Design | ($127,479) | $127,479 | $0 | $0 |
| 4 Implementation | $543,342 | ($543,340) | $0 | $2 |
| 5 Closeout | $158,040 | ($158,040) | $0 | $0 |
| 6 Acquisition | ($5,950) | $5,950 | $0 | $0 |
| **Total** | **$383,684** | **($383,680)** | **$0** | **$4** |

## NARRATIVES

SW CH LFG PIPELINE UPGRADE 1124105

### Current Scope

CH Landfill Gas Pipeline Upgrade - Build a new pipeline on native soil to add redundancy to the landfill gas (LFG) conveyance pipeline from the North Flare Station (NFS) to the BioEnergy Washington (BEW) facility and build a new Booster Blower System (BBS), providing a holistic solution to collect landfill gas. This includes design and construction of a 9,500 foot length pipeline, tie-in with NFS & BEW, and new BBS.

### 1. PROJECT SCOPE

CH Landfill Gas Pipeline Upgrade - Build a new pipeline on native soil to add redundancy to the landfill gas (LFG) conveyance pipeline from the North Flare Station (NFS) to the BioEnergy Washington (BEW) facility and build a new Booster Blower System (BBS), providing a holistic solution to collect landfill gas. This includes design and construction of a 9,500 foot length pipeline, tie-in with NFS & BEW, and new BBS.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

This project is complete. The budget request would disappropriate the balance of the project's budget.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** SW CH LFG PIPELINE UPGRADE 1124105

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW CHRLF LEACHATE LAGOONS 1133921

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3910 LANDFILL RESERVE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 10/30/2023 |
| **Location** | 16645 - 228 AVE SE MAPLE VALLEY, WA 98038-6209 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/19 - 05/29/20 | $993,950 | $0 | $0 | $0 | $993,950 |
| **2 Preliminary Design** 06/01/20 - 10/30/20 | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** 11/02/20 - 12/15/21 | $2,158,930 | $1,526,874 | $0 | $0 | $3,685,804 |
| **4 Implementation** 12/16/21 - 10/31/23 | $7,773,410 | $17,873,127 | $1,942,961 | $0 | $27,589,498 |
| **5 Closeout** 11/01/23 - 01/17/24 | $106,090 | $0 | $129,978 | $0 | $236,068 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$11,032,381** | **$19,400,001** | **$2,072,939** | **$0** | **$32,505,321** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39113 - GENERAL OBLIGATION BONDS** | $19,400,000 | $2,072,939 | $0 | $21,472,939 |
| **Total Revenue** | **$19,400,000** | **$2,072,939** | **$0** | **$21,472,939** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW CHRLF LEACHATE LAGOONS 1133921

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $529,871 | $218,330 | $0 | $0 | $0 | $748,201 |
| 2 Prelim Design | $0 | $762,106 | $0 | $0 | $0 | $762,106 |
| 3 Final Design | $9,676 | $205,707 | $1,526,874 | $0 | $0 | $1,742,257 |
| 4 Implementation | $0 | $0 | $15,041,442 | $11,936,329 | $0 | $26,977,771 |
| 5 Closeout | $0 | $0 | $0 | $196,407 | $0 | $196,407 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$539,548** | **$1,186,143** | **$16,568,316** | **$12,132,736** | **$0** | **$30,426,743** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $748,201 | $966,576 | $993,950 | $748,201 |
| 2 Preliminary Design | $0 | $762,106 | $27,854 | $1 | $762,106 |
| 3 Final Design | $0 | $1,742,257 | $15,092 | $2,158,930 | $215,383 |
| 4 Implementation | $0 | $26,977,770 | $0 | $7,773,410 | $0 |
| 5 Closeout | $0 | $196,406 | $0 | $106,090 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$30,426,740** | **$1,009,522** | **$11,032,381** | **$1,725,690** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $245,749 | $0 | $0 | $245,749 |
| 2 Preliminary Design | ($762,105) | $0 | $0 | ($762,105) |
| 3 Final Design | $1,943,547 | $1,526,874 | $1,526,874 | $1,943,547 |
| 4 Implementation | $7,773,410 | $17,873,127 | $15,041,442 | $10,605,095 |
| 5 Closeout | $106,090 | $0 | $0 | $106,090 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$9,306,691** | **$19,400,001** | **$16,568,316** | **$12,138,376** |

**NARRATIVES** SW CHRLF LEACHATE LAGOONS 1133921

## Current Scope

Cedar Hills Regional Landfill Leachate and Lagoons Improvement Project - The project's primary objective is to implement a treatment system that will reduce arsenic and other metals in the discharged leachate to below the regulatory limits. The second objective is to reconstruct the lagoon by adding a second liner, replace aerators, and install new electrical panels to modernize the landfills leachate lagoons.

## 1. PROJECT SCOPE

Cedar Hills Regional Landfill Leachate and Lagoons Improvement Project - The project's primary objective is to implement a treatment system that will reduce arsenic and other metals in the discharged leachate to below the regulatory limits. The second objective is to reconstruct the lagoon by adding a second liner, replace aerators, and install new electrical panels to modernize the landfills leachate lagoons.

# Capital Appropriation Proposal



**NARRATIVES** SW CHRLF LEACHATE LAGOONS 1133921

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project will replace and upgrade aging infrastructure, address exceedances in allowable levels of arsenic and chromium, reduce energy demand, and improve electrical safety at the site.

## 4. PROJECT BENEFITS/OUTCOMES

The successful completion of the project will ensure compliance with the Cedar Hills Regional Landfill Waste Discharge Permit No. 7842-02 and the revised compliance order issued by King County Industrial Waste on October 29, 2019.

## 5. BUDGET REQUEST BASIS

Budget was based on the costs for similar construction at the site. Lagoon costs were based on contaminated stormwater lagoon costs, the cost for treatment of arsenic and chromium, and upgrades to electrical components were based on a consultant prepared estimate for similar work.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

With these improvements, operations should expect energy cost savings.

## 8. PROJECT STATUS

The project is in the early stages of the preliminary design phase. KCSWD must complete development, testing,and final selection of treatment technology in order to advance toward final design.

## 9. ALTERNATIVES ANALYSIS

All known, available, and reasonable methods for the prevention, control, and treatment of arsenic and chromium in wastewater will be evaluated. In 2020, a second iteration of a Draft Engineering Report will be submitted to King County Industrial Waste that will further evaluate structural and operational best management practices, and source control measures; possible segregations of leachate area flows; the effluent pumping system; and treatment systems (at source(s) and/or current leachate pond location).

## 10. OTHER AGENCY INVOLVEMENT

King County Industrial Waste defines the permit conditions for leachate discharge. Project team will coordinate to ensure compliance with KCIW requirements. Public Health and the Department of Ecology will be involved as the agencies monitoring compliance with the Solid Waste Handling Permit and the Stormwater Permit. Bonneville Power Authority (BPA) will be involved to permit work within the power line easement

## 11. ART ELIGIBILITY

Project is an infrastructure at a landfill

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An Equity and Social Justice Plan will be developed for this project. The design consultant (Wood Environment and Infrastructure Solutions) has been tasked with helping the County achieve our Sustainability and Equity and Social Justice goals.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

Project should reduce energy consumption at the leachate lagoons.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

**NARRATIVES** SW CHRLF LEACHATE LAGOONS 1133921

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW CHRLF AREA 9 NAD 1133923

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3910 LANDFILL RESERVE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/30/2026 |
| **Location** | 16645 - 228 AVE SE MAPLE VALLEY, WA 98038-6209 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 05/01/18 - 05/31/21 | $3,507,809 | $0 | $0 | $0 | $3,507,809 |
| **2 Preliminary Design** 06/01/21 - 05/31/22 | $3,521,055 | $0 | $0 | $0 | $3,521,055 |
| **3 Final Design** 06/01/22 - 05/31/23 | $3,076,079 | $6,555,042 | $2,294,727 | $0 | $11,925,848 |
| **4 Implementation** 05/01/23 - 12/31/26 | $0 | $5,410,590 | $43,492,990 | $14,606,220 | $63,509,800 |
| **5 Closeout** 01/01/27 - 12/31/27 | $0 | $0 | $0 | $465,449 | $465,449 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$10,104,943** | **$11,965,632** | **$45,787,717** | **$15,071,669** | **$82,929,961** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39113 - GENERAL OBLIGATION BONDS** | $11,965,631 | $45,787,716 | $15,071,669 | $72,825,016 |
| **Total Revenue** | **$11,965,631** | **$45,787,716** | **$15,071,669** | **$72,825,016** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW CHRLF AREA 9 NAD 1133923

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $588,000 | $0 | $0 | $0 | $588,000 |
| 2 Prelim Design | $0 | $0 | $2,781,000 | $0 | $0 | $2,781,000 |
| 3 Final Design | $0 | $0 | $8,290,985 | $2,294,727 | $0 | $10,585,712 |
| 4 Implementation | $0 | $0 | $5,410,590 | $43,492,990 | $19,606,220 | $68,509,800 |
| 5 Closeout | $0 | $0 | $0 | $0 | $465,449 | $465,449 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$588,000** | **$16,482,575** | **$45,787,717** | **$20,071,669** | **$82,929,961** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $588,000 | $879 | $3,507,809 | $588,000 |
| 2 Preliminary Design | $0 | $2,781,000 | $0 | $3,521,055 | $0 |
| 3 Final Design | $0 | $10,585,711 | $0 | $3,076,079 | $0 |
| 4 Implementation | $0 | $68,509,800 | $0 | $0 | $0 |
| 5 Closeout | $0 | $465,448 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$82,929,959** | **$879** | **$10,104,943** | **$588,000** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $2,919,809 | $0 | $0 | $2,919,809 |
| 2 Preliminary Design | $3,521,055 | $0 | $2,781,000 | $740,055 |
| 3 Final Design | $3,076,079 | $6,555,042 | $8,290,985 | $1,340,136 |
| 4 Implementation | $0 | $5,410,590 | $5,410,590 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$9,516,943** | **$11,965,632** | **$16,482,575** | **$5,000,000** |

**NARRATIVES** SW CHRLF AREA 9 NAD 1133923

## Current Scope

Cedar Hills Regional Landfill Area 9 New Area Development - The King County Solid Waste Division (divison) is exploring ways to extend the useful life of the Cedar Hills Regional Landfill by developing more disposal capacity at the site. The July 2010 impact statement for the Cedar Hills Regional Landfill considered five action alternatives for extending the life of Cedar Hills. One of those (Alternative 5) included development of new disposal capacity in the southeast section of the landfill by developing Area 9. Development of Area 9 would require excavation of approximately two million cubic yards of soil, construction of a retaining wall and bottom liner system. The Area 9 Development project will add 10.4 million cubic yards of disposal capacity to Cedar Hills.

# Capital Appropriation Proposal



**NARRATIVES** SW CHRLF AREA 9 NAD 1133923

## 1. PROJECT SCOPE

Cedar Hills Regional Landfill Area 9 New Area Development - The King County Solid Waste Division (divison) is exploring ways to extend the useful life of the Cedar Hills Regional Landfill by developing more disposal capacity at the site. The July 2010 impact statement for the Cedar Hills Regional Landfill considered five action alternatives for extending the life of Cedar Hills. One of those (Alternative 5) included development of new disposal capacity in the southeast section of the landfill by developing Area 9. Development of Area 9 would require excavation of approximately two million cubic yards of soil, construction of a retaining wall and bottom liner system. The Area 9 Development project will add 10.4 million cubic yards of disposal capacity to Cedar Hills.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The remaining capacity of Cedar Hills Regional Landfill is expected to be exhausted in mid-2026. This condition leaves Cedar Hills with less than six years of remaining capacity. Therefore, Area 9 development construction must be completed by the end of 2025 and must be ready to accept waste in early 2026.

## 4. PROJECT BENEFITS/OUTCOMES

This project will add new capacity to the landfill.

## 5. BUDGET REQUEST BASIS

The budget is based on prior projects that developed earlier sections of the landfill. The project is substantially similar to those previous landfill development projects. The budget is based on engineering quantity estimates of major items and application of appropriate contingency factors for estimates made at the planning information level.

## 6. FUNDING AND REVENUE DISCUSSION

Funding for this construction activity is collected through Solid Waste Rates, a portion of which is deposited into the Landfill Reserve Fund to pay for new area development. It is anticipated that bond proceeds will also be utilized in order for the project to proceed.

## 7. OPERATING BUDGET AND OTHER IMPACTS

A related project will require relocation of support and administrative facilities to on and off-site locations. The project may have a short-term impact to the operating budget as some staff will transition from Area 8 to Area 9 which may involve additional staffing or overtime, and possibly equipment rental or contractor procurement.

## 8. PROJECT STATUS

The project is expected to be chartered by 2nd quarter of 2020.

## 9. ALTERNATIVES ANALYSIS

Area 9 was considered as an alternative for development of the Cedar Hills Regional Landfill site. It was estimated that about 7 to 8 years of disposal capacity would be gained by construction of Area 9. This landfilling option was analyzed in the 2010 Site Development Plan.

## 10. OTHER AGENCY INVOLVEMENT

Several agencies such as City of Issaquah, City of Maple Valley, City of Renton, City of Newcastle, Department of Permits, Department of Natural Resources and Parks, Civil Division of the Prosecuting Attorney's Office, Wastewater Treatment Division, Seattle/King County Department of Public Health, Water District 90, Washington State Department of Ecology, Washington State Department of Archaeology and Historic Preservation, Washington State Department of Transportation, Washington State Region 4 Department of Fish and Wildlife, Washington State Department of Health, Untied States Department of Energy Bonneville Power Administration, Region 10 United States Environmental Protection Agency, United States Fish and Wildlife Service, Puget Sound Clean Air Agency and Puget Sound Regional Council had input into the development of the project. Agencies that provided input in the development of the facility will include the State Department of Ecology (Ecology), King County Department of Health (Health), Puget Sound Clean Air Agency and the Bonneville Power Administration. Ecology provides Health with expertise on project design issues and compliance with WAC requirements. Health provides the final approval or project documents.

# Capital Appropriation Proposal



**NARRATIVES** SW CHRLF AREA 9 NAD 1133923

## 11. ART ELIGIBILITY

Landfill exemption.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

An equity impact review will be performed during the planning process. Review results will be incorporated during the design process into the project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The project will strive to reduce Green House Gas emissions during the construction phase. The project will encourage the usage of renewable energy fuel such as biofuels. Sustainability elements will be considered and aiming towards a platinum score card.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW CHRLF NFS ELECTRICAL 1133924

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3910 LANDFILL RESERVE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 09/30/2021 |
| **Location** | 16645 - 228 AVE SE MAPLE VALLEY, WA 98038-6209 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 03/29/19 - 05/29/20 | $1 | $0 | $0 | $0 | $1 |
| **2 Preliminary Design** 06/01/20 - 09/01/20 | $1 | $0 | $0 | $0 | $1 |
| **3 Final Design** 09/02/20 - 02/26/21 | $1 | $0 | $0 | $0 | $1 |
| **4 Implementation** 03/01/21 - 11/05/21 | $3,094,840 | $834,000 | $0 | $0 | $3,928,840 |
| **5 Closeout** 11/08/21 - 06/10/22 | $10,607 | $0 | $0 | $0 | $10,607 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,105,450** | **$834,000** | **$0** | **$0** | **$3,939,450** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $300,000 | $0 | $0 | $300,000 |
| **39797 - CONTRIB SOLID WASTE** | $534,000 | $0 | $0 | $534,000 |
| **Total Revenue** | **$834,000** | **$0** | **$0** | **$834,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW CHRLF NFS ELECTRICAL 1133924

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $38,958 | $0 | $0 | $0 | $0 | $38,958 |
| 2 Prelim Design | $422 | $411,905 | $296,738 | $0 | $0 | $709,065 |
| 3 Final Design | $0 | $180,000 | $0 | $0 | $0 | $180,000 |
| 4 Implementation | $1,071 | $0 | $2,172,508 | $0 | $0 | $2,173,579 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$40,451** | **$591,905** | **$2,469,246** | **$0** | **$0** | **$3,101,602** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $38,958 | $60,433 | $1 | $38,958 |
| 2 Preliminary Design | $0 | $709,065 | $870 | $1 | $412,327 |
| 3 Final Design | $0 | $180,000 | $0 | $1 | $180,000 |
| 4 Implementation | $0 | $2,173,579 | $1,071 | $3,094,840 | $1,071 |
| 5 Closeout | $0 | $0 | $0 | $10,607 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$3,101,602** | **$62,374** | **$3,105,450** | **$632,356** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($38,957) | $0 | $0 | ($38,957) |
| 2 Preliminary Design | ($412,326) | $0 | $296,738 | ($709,064) |
| 3 Final Design | ($179,999) | $0 | $0 | ($179,999) |
| 4 Implementation | $3,093,769 | $834,000 | $2,172,508 | $1,755,261 |
| 5 Closeout | $10,607 | $0 | $0 | $10,607 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$2,473,094** | **$834,000** | **$2,469,246** | **$837,848** |

**NARRATIVES** SW CHRLF NFS ELECTRICAL 1133924

## Current Scope

Cedar Hills Regional Landfill North Flare Station Electrical - North Flare Station (NFS) Motor Control Center (MCC) will upgrade the existing control panels at the NFS to make them safer. The new MCC will be in an enclosed building that will power and control the existing blowers and flares. The new building will be built outside the gas classification footprint and bring it up to current code. The existing electrical meter will also be moved out of the above mentioned classified area into a non-explosive gas classified area.

## 1. PROJECT SCOPE

Cedar Hills Regional Landfill North Flare Station Electrical - North Flare Station (NFS) Motor Control Center (MCC) will upgrade the existing control panels at the NFS to make them safer. The new MCC will be in an enclosed building that will power and control the existing blowers and flares. The new building will be built outside the gas classification footprint and bring it up to current code. The existing electrical meter will also be moved out of the above mentioned classified area into a non-explosive gas classified area.

# Capital Appropriation Proposal



**NARRATIVES** SW CHRLF NFS ELECTRICAL 1133924

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

The current control panels for the NFS gas collection system and the electric meter are in an explosive gas classified area. The current panel enclosures and electric meter are not rated for this area. The current system has been granted grandfather rights and can continue to operate. If there is a failure to the current system and an electrical permit is needed to perform this work, it will be denied. Any new work that needs a permit will not be allowed. If a problem occurs with the electrical that cannot be repaired without a permit, the NFS gas collection system will be shutdown. The project will upgrade the current electrical system to become compliant with current standards.

## 4. PROJECT BENEFITS/OUTCOMES

The new MCC will meet current electrical code requirements. This project also includes the replacement of the existing air compressor that controls the valves for the flares and also a new generator to maintain the station's ability to function during a power outage. This project also includes the addition of Variable Frequency Drives (VFD) to control the existing blowers. The addition of these VFDs will enable the system to control the speed at which the blowers are running. This will provide an energy cost savings and also the ability to control the collection of landfill gas more efficiently.

## 5. BUDGET REQUEST BASIS

A Solid Waste Division consultant created an engineering estimate for the construction of a new motor control center. The estimate provided to SWD is the amount requested for the biennial budget. The design for the control center was covered under an earlier appropriation. The requested amount will support the RFP process for selecting a contractor and the construction of the motor control center.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

There is not an anticipated cost increase to operate a new facility.

## 8. PROJECT STATUS

Negotiations with the design and CM contract is near execution. Contract is expected to be executed during 2020.

## 9. ALTERNATIVES ANALYSIS

At 30 percent design there were alternatives that were proposed. The options were: 1) Maintain the existing facility as is; 2) Upgrade the existing facility; 3) Design a non-enclosed control center; and 4) Design an enclosed facility. The reasons for the choice made are: 1) SWD would not be able to make any upgrades or changes to the existing system that required a permit. SWD is anticipating upgrades to the NFS blower system by adding Variable Frequency Drives (VFD) to control the blowers. This upgrade cannot be performed with the existing panels. 2) Trying to upgrade the system while keeping the gas collection system functioning would not be possible. To upgrade the system the power to the existing panels that control the flares, blowers and the pipeline to BEW that would need to be shutoff for approximately a minimum of a week. This is not a viable option. 3) A viable option was to maintain the gas collection system and allow for future growth. The other options did not provide for the protection of employees working in this area during inclement weather. 4) This viable option allows for the continuance of the gas collection system and future growth. This options also provides for the protection of employees working in this area during inclement weather. This option also allows for the installation of a workstation for technicians to use for monitoring the system and to make any needed changes to the system. As a result, the option was selected.

## 10. OTHER AGENCY INVOLVEMENT

Exemption from NOC was approved by PSE.

## 11. ART ELIGIBILITY

Project located in landfill.

**NARRATIVES** SW CHRLF NFS ELECTRICAL 1133924

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project will have a positive impact on the way gas is delivered to Bio Energy Washington (BEW), by installing VFDs, the landfill gas (LFG) system will be able to control the collection of gas more efficiently. This will also have a positive effect on the way the flare station is operated during high pressure situations. This will also allow for a more fluid transition during the stage change request from BEW.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW CH MAJOR ASSET REHAB 1138567

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3910 LANDFILL RESERVE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 16645 228th Ave SE Maple Valley, WA 98038 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 04/30/22 | $0 | $390,605 | $0 | $0 | $390,605 |
| **2 Preliminary Design** 05/02/22 - 01/02/23 | $0 | $663,062 | $0 | $0 | $663,062 |
| **3 Final Design** 01/03/23 - 06/30/23 | $0 | $0 | $1,092,727 | $0 | $1,092,727 |
| **4 Implementation** 07/03/23 - 10/01/25 | $0 | $0 | $2,149,550 | $1,242,079 | $3,391,629 |
| **5 Closeout** 10/02/25 - 12/31/26 | $0 | $0 | $0 | $1,187,097 | $1,187,097 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,053,667** | **$3,242,277** | **$2,429,176** | **$6,725,120** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39113 - GENERAL OBLIGATION BONDS** | $1,053,668 | $3,242,277 | $2,429,176 | $6,725,121 |
| **Total Revenue** | **$1,053,668** | **$3,242,277** | **$2,429,176** | **$6,725,121** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW CH MAJOR ASSET REHAB 1138567

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $390,605 | $0 | $0 | $390,605 |
| 2 Prelim Design | $0 | $0 | $663,062 | $0 | $0 | $663,062 |
| 3 Final Design | $0 | $0 | $0 | $1,092,727 | $0 | $1,092,727 |
| 4 Implementation | $0 | $0 | $0 | $2,149,550 | $1,242,079 | $3,391,629 |
| 5 Closeout | $0 | $0 | $0 | $0 | $1,187,097 | $1,187,097 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,053,667** | **$3,242,277** | **$2,429,176** | **$6,725,120** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $390,605 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $663,062 | $0 | $0 | $0 |
| 3 Final Design | $0 | $1,092,727 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,391,629 | $0 | $0 | $0 |
| 5 Closeout | $0 | $1,187,096 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$6,725,119** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $390,605 | $390,605 | $0 |
| 2 Preliminary Design | $0 | $663,062 | $663,062 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,053,667** | **$1,053,667** | **$0** |

**NARRATIVES** SW CH MAJOR ASSET REHAB 1138567

## Current Scope

Cedar Hills Major Asset Maintenance - This project provides assessment of major assets at the Cedar Hills Regional Landfill and provides for major overhaul or replacement to maintain consistent and efficient operations of the environmental control and operating systems. Assessments will consider energy efficiency and carbon footprint and compliance with environmental and workplace requirements.

## 1. PROJECT SCOPE

Cedar Hills Major Asset Maintenance - This project provides assessment of major assets at the Cedar Hills Regional Landfill and provides for major overhaul or replacement to maintain consistent and efficient operations of the environmental control and operating systems. Assessments will consider energy efficiency and carbon footprint and compliance with environmental and workplace requirements.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** SW CH MAJOR ASSET REHAB 1138567

## 3. PROJECT JUSTIFICATION

Major asset rehabilitation and replacement is required to keep environmental control and operating control systems functioning.

## 4. PROJECT BENEFITS/OUTCOMES

Major asset overhaul or replacement will result in reduced downtime of environmental control systems at the landfill and reduced permit deviations or violations.

## 5. BUDGET REQUEST BASIS

The initial $1 million requested appropriation will support the assessment and design of projects that will be needed to implement subprojects as a result of these assessments. Projected spending includes fully burdened staff time, implementation materials and labor and project costs. Additional budget authority will be needed in future biennia to sign consultant and contractor contracts and move the subprojects forward.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Design and operation of the overhauled assets is not expected to impact staff needs.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Alternative analysis will be completed following asset assessment.

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

No, project is at a solid waste landfill.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

This project will improve environmental controls at the landfill, which may improve the neighborhood perceptions of impacts from the landfill and reduce the perception of inequitable impacts to their community, and will improve working conditions for the field employees, making their work experience more equitable with that of downtown office employees.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project may reduce greenhouse gas emissions through reduced downtime of the flare station and through improved reliability of the systems.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

**NARRATIVES** SW CH MAJOR ASSET REHAB 1138567

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## SW IMPDMTS & CONVY SYS COMPLI 1138575

Green Building Reporting

| | |
|---|---|
| **Department** | NATURAL RESOURCES AND PARKS |
| **Council District(s)** | 9 |
| **Fund** | 3910 LANDFILL RESERVE |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 16645 228th Ave SE, Maple Valley WA 98038 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/02/21 - 09/30/21 | $0 | $154,500 | $0 | $0 | $154,500 |
| **2 Preliminary Design** 10/01/21 - 12/31/21 | $0 | $154,500 | $0 | $0 | $154,500 |
| **3 Final Design** 01/02/22 - 04/30/22 | $0 | $159,135 | $0 | $0 | $159,135 |
| **4 Implementation** 05/01/22 - 04/30/23 | $0 | $583,495 | $10,490,178 | $0 | $11,073,673 |
| **5 Closeout** 05/01/24 - 09/30/24 | $0 | $0 | $56,275 | $0 | $56,275 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$1,051,630** | **$10,546,453** | **$0** | **$11,598,083** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39113 - GENERAL OBLIGATION BONDS** | $1,051,630 | $10,546,454 | $0 | $11,598,084 |
| **Total Revenue** | **$1,051,630** | **$10,546,454** | **$0** | **$11,598,084** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** SW IMPDMTS & CONVY SYS COMPLI 1138575

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $154,500 | $0 | $0 | $154,500 |
| 2 Prelim Design | $0 | $0 | $154,500 | $0 | $0 | $154,500 |
| 3 Final Design | $0 | $0 | $159,135 | $0 | $0 | $159,135 |
| 4 Implementation | $0 | $0 | $583,495 | $10,490,178 | $0 | $11,073,673 |
| 5 Closeout | $0 | $0 | $0 | $56,275 | $0 | $56,275 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$1,051,630** | **$10,546,453** | **$0** | **$11,598,083** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $154,500 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $154,500 | $0 | $0 | $0 |
| 3 Final Design | $0 | $159,135 | $0 | $0 | $0 |
| 4 Implementation | $0 | $11,073,673 | $0 | $0 | $0 |
| 5 Closeout | $0 | $56,275 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$11,598,083** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $154,500 | $154,500 | $0 |
| 2 Preliminary Design | $0 | $154,500 | $154,500 | $0 |
| 3 Final Design | $0 | $159,135 | $159,135 | $0 |
| 4 Implementation | $0 | $583,495 | $583,495 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$1,051,630** | **$1,051,630** | **$0** |

**NARRATIVES** SW IMPDMTS & CONVY SYS COMPLI 1138575

## Current Scope

Impoundments and Conveyance Compliance - This project provides assessment and improvements to leachate conveyance systems at the Cedar Hills Regional Landfill, Vashon Landfill and transfer stations to support compliance with WAC 173-350 for leak detection.

## 1. PROJECT SCOPE

Impoundments and Conveyance Compliance - This project provides assessment and improvements to leachate conveyance systems at the Cedar Hills Regional Landfill, Vashon Landfill and transfer stations to support compliance with WAC 173-350 for leak detection.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

WAC 173-350 requires conveyance and impoundment systems for leachate at solid waste facilities to have a leak detection system. Older leachate conveyance and impoundment systems require improvements to meet the requirement.

# Capital Appropriation Proposal



**NARRATIVES** SW IMPDMTS & CONVY SYS COMPLI 1138575

## 4. PROJECT BENEFITS/OUTCOMES

Installation of leak detection systems for leachate conveyance and impoundment systems will meet state requirements.

## 5. BUDGET REQUEST BASIS

The initial $1 million requested appropriation will support the assessment and design of projects that will be needed to implement impoundments and conveyance systems as a result of these assessments. Projected spending includes fully burdened staff time, implementation materials and labor and project costs. Additional budget authority will be needed in future biennia to sign consultant and contractor contracts and move the subprojects forward.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

Operation of the leak detection systems is not expected to impact staff needs.

## 8. PROJECT STATUS

New

## 9. ALTERNATIVES ANALYSIS

Alternative analysis will be completed as part of the project.

## 10. OTHER AGENCY INVOLVEMENT

None identified.

## 11. ART ELIGIBILITY

No, project is at a solid waste landfill or is an internal system to the transfer stations.

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Not applicable to project.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

None identified.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD DIST CRT ACCESS CNTROL 1040824

TA, Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $627 | ($332) | $0 | $0 | $295 |
| **2 Preliminary Design** | $7,506 | ($2,250) | $0 | $0 | $5,256 |
| **3 Final Design** | $20,926 | ($11,562) | $0 | $0 | $9,364 |
| **4 Implementation** | $492,886 | ($51,985) | $0 | $0 | $440,901 |
| **5 Closeout** | $1,625 | $6,371 | $0 | $0 | $7,996 |
| **6 Acquisition** | $1 | ($1) | $0 | $0 | $0 |
| **Total Budget** | **$523,572** | **($59,759)** | **$0** | **$0** | **$463,813** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | ($59,759) | $0 | $0 | ($59,759) |
| **Total Revenue** | **($59,759)** | **$0** | **$0** | **($59,759)** |

### EXPENSE DES FMD DIST CRT ACCESS CNTROL 1040824

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $295 | $0 | $0 | $0 | $0 | $295 |
| **2 Prelim Design** | $5,257 | $0 | $0 | $0 | $0 | $5,257 |
| **3 Final Design** | $9,364 | $0 | $0 | $0 | $0 | $9,364 |
| **4 Implementation** | $440,901 | $0 | $0 | $0 | $0 | $440,901 |
| **5 Closeout** | $7,997 | $0 | $0 | $0 | $0 | $7,997 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$463,813** | **$0** | **$0** | **$0** | **$0** | **$463,813** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $295 | $627 | $295 |
| 2 Preliminary Design | $0 | $0 | $5,257 | $7,506 | $5,257 |
| 3 Final Design | $0 | $0 | $9,364 | $20,926 | $9,364 |
| 4 Implementation | $0 | $0 | $440,901 | $492,886 | $440,901 |
| 5 Closeout | $0 | $0 | $7,997 | $1,625 | $7,997 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$0** | **$463,814** | **$523,571** | **$463,814** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $332 | ($332) | $0 | $0 |
| 2 Preliminary Design | $2,250 | ($2,250) | $0 | $0 |
| 3 Final Design | $11,562 | ($11,562) | $0 | $0 |
| 4 Implementation | $51,985 | ($51,985) | $0 | $0 |
| 5 Closeout | ($6,371) | $6,371 | $0 | $0 |
| 6 Acquisition | $1 | ($1) | $0 | $0 |
| **Total** | **$59,759** | **($59,759)** | **$0** | **$0** |

## NARRATIVES

DES FMD DIST CRT ACCESS CNTROL 1040824

### Current Scope

The district court access control project has been completed.

### 1. PROJECT SCOPE

The district court access control project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD DIST CRT ACCESS CNTROL 1040824

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD CAPITAL PRJCT OVERSGHT 1040874

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1, 2, 3, 4, 5, 6, 7, 8, 9 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | ADMIN |
| **Substantial Completion** | 12/31/2022 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1 | ($1) | $0 | $0 | $0 |
| **2 Preliminary Design** | $1 | ($1) | $0 | $0 | $0 |
| **3 Final Design** | $1,391 | $380 | $0 | $0 | $1,771 |
| **4 Implementation** 01/01/21 - 12/31/22 | $60,917 | $34,237 | $0 | $0 | $95,154 |
| **5 Closeout** | $2 | ($2) | $0 | $0 | $0 |
| **6 Acquisition** | $1 | ($1) | $0 | $0 | $0 |
| **Total Budget** | **$62,314** | **$34,612** | **$0** | **$0** | **$96,926** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | $34,612 | $0 | $0 | $34,612 |
| **Total Revenue** | **$34,612** | **$0** | **$0** | **$34,612** |

### EXPENSE DES FMD CAPITAL PRJCT OVERSGHT 1040874

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $1,772 | $0 | $0 | $0 | $0 | $1,772 |
| **4 Implementation** | $37,556 | $0 | $34,235 | $0 | $0 | $71,791 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$39,328** | **$0** | **$34,235** | **$0** | **$0** | **$73,563** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $1 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $1 | $0 |
| 3 Final Design | $0 | $0 | $1,772 | $1,391 | $1,772 |
| 4 Implementation | $0 | $0 | $37,556 | $60,917 | $37,556 |
| 5 Closeout | $0 | $0 | $0 | $2 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$0** | **$39,328** | **$62,313** | **$39,328** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1 | ($1) | $0 | $0 |
| 2 Preliminary Design | $1 | ($1) | $0 | $0 |
| 3 Final Design | ($381) | $380 | $0 | ($1) |
| 4 Implementation | $23,361 | $34,237 | $34,235 | $23,363 |
| 5 Closeout | $2 | ($2) | $0 | $0 |
| 6 Acquisition | $1 | ($1) | $0 | $0 |
| **Total** | **$22,985** | **$34,612** | **$34,235** | **$23,362** |

## NARRATIVES

DES FMD CAPITAL PRJCT OVERSGHT 1040874

### Current Scope

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 1. PROJECT SCOPE

Auditor Capital Project Oversight - Biennial allocation of Council Auditor Capital Project Oversight costs.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Budget appropriation supports cost of Captial Project Oversight work of Capital Projects by King County Auditor

### 6. FUNDING AND REVENUE DISCUSSION

General Fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD CAPITAL PRJCT OVERSGHT 1040874

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD SUP CRT KEY CARD READR 1116721

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $1,396 | $0 | $0 | $0 | $1,396 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $25,791 | $7,182 | $0 | $0 | $32,973 |
| **5 Closeout** | $9,357 | $0 | $0 | $0 | $9,357 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$36,544** | **$7,182** | **$0** | **$0** | **$43,726** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | $7,182 | $0 | $0 | $7,182 |
| **Total Revenue** | **$7,182** | **$0** | **$0** | **$7,182** |

### EXPENSE DES FMD SUP CRT KEY CARD READR 1116721

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $1,396 | $0 | $0 | $0 | $0 | $1,396 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $32,973 | $0 | $0 | $0 | $0 | $32,973 |
| **5 Closeout** | $9,357 | $0 | $0 | $0 | $0 | $9,357 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$43,727** | **$0** | **$0** | **$0** | **$0** | **$43,727** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $1,396 | $1,396 | $1,396 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $32,973 | $25,791 | $32,973 |
| 5 Closeout | $0 | $0 | $9,357 | $9,357 | $9,357 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$43,726** | **$36,544** | **$43,726** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($7,182) | $7,182 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($7,182)** | **$7,182** | **$0** | **$0** |

## NARRATIVES

DES FMD SUP CRT KEY CARD READR 1116721

### Current Scope

The Superior Court Key Card Reader installation project has been completed.

### 1. PROJECT SCOPE

The Superior Court Key Card Reader installation project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General Fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD SUP CRT KEY CARD READR 1116721

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD KCCH COURTROOM CAMERAS 1116723

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $2,890 | ($2,890) | $0 | $0 | $0 |
| **2 Preliminary Design** | $8,508 | ($2,878) | $0 | $0 | $5,630 |
| **3 Final Design** | $43,388 | ($30,876) | $0 | $0 | $12,512 |
| **4 Implementation** | $15,024 | $163,926 | $0 | $0 | $178,950 |
| **5 Closeout** | $3,169 | ($3,169) | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$72,979** | **$124,113** | **$0** | **$0** | **$197,092** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | $124,113 | $0 | $0 | $124,113 |
| **Total Revenue** | **$124,113** | **$0** | **$0** | **$124,113** |

### EXPENSE DES FMD KCCH COURTROOM CAMERAS 1116723

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $5,630 | $0 | $0 | $0 | $0 | $5,630 |
| **3 Final Design** | $12,512 | $0 | $0 | $0 | $0 | $12,512 |
| **4 Implementation** | $178,950 | $0 | $0 | $0 | $0 | $178,950 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$197,093** | **$0** | **$0** | **$0** | **$0** | **$197,093** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $2,890 | $0 |
| 2 Preliminary Design | $0 | $0 | $5,630 | $8,508 | $5,630 |
| 3 Final Design | $0 | $0 | $12,512 | $43,388 | $12,512 |
| 4 Implementation | $0 | $0 | $178,950 | $15,024 | $178,950 |
| 5 Closeout | $0 | $0 | $0 | $3,169 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$197,092** | **$72,979** | **$197,092** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $2,890 | ($2,890) | $0 | $0 |
| 2 Preliminary Design | $2,878 | ($2,878) | $0 | $0 |
| 3 Final Design | $30,876 | ($30,876) | $0 | $0 |
| 4 Implementation | ($163,926) | $163,926 | $0 | $0 |
| 5 Closeout | $3,169 | ($3,169) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($124,113)** | **$124,113** | **$0** | **$0** |

## NARRATIVES

DES FMD KCCH COURTROOM CAMERAS 1116723

### Current Scope

The KCCH courtroom camera installation project has been completed.

### 1. PROJECT SCOPE

The KCCH courtroom camera installation project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General Fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD KCCH COURTROOM CAMERAS 1116723

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD Child/Fam Justice Ctr — 1117106

Baseline Required, Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 05/24/2021 |
| **Location** | 1211 E ALDER ST, SEATTLE, Seattle 98122: CHILD FAMILY JUSTICE CENTER |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/12 - 04/01/15 | $1 | $0 | $0 | $0 | $1 |
| **2 Preliminary Design** 06/03/13 - 03/09/15 | $5,035,267 | $0 | $0 | $0 | $5,035,267 |
| **3 Final Design** 03/09/15 - 07/04/19 | $14,162,355 | $0 | $0 | $0 | $14,162,355 |
| **4 Implementation** 01/03/17 - 05/24/21 | $222,140,691 | $1,192,036 | $0 | $0 | $223,332,727 |
| **5 Closeout** 05/25/21 - 11/08/21 | $482,627 | $0 | $0 | $0 | $482,627 |
| **6 Acquisition** | $1 | $0 | $0 | $0 | $1 |
| **Total Budget** | **$241,820,942** | **$1,192,036** | **$0** | **$0** | **$243,012,978** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **31111 - REAL PRPTY TAXES CURRENT** | $272,908 | $0 | $0 | $272,908 |
| **39512 - SALE OF LAND** | $919,128 | $0 | $0 | $919,128 |
| **Total Revenue** | **$1,192,036** | **$0** | **$0** | **$1,192,036** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD Child/Fam Justice Ctr 1117106

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $29,007 | $0 | ($396) | $0 | $0 | $28,611 |
| 2 Prelim Design | $7,529,882 | $88,747 | $332 | $0 | $0 | $7,618,961 |
| 3 Final Design | $19,314,705 | $200,200 | $3,218 | $0 | $0 | $19,518,123 |
| 4 Implementation | $168,988,191 | $32,973,418 | $9,455,539 | $0 | $0 | $211,417,148 |
| 5 Closeout | $229,934 | $2,824,693 | $1,375,508 | $0 | $0 | $4,430,135 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$196,091,719** | **$36,087,058** | **$10,834,201** | **$0** | **$0** | **$243,012,978** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $28,169 | $28,611 | $28,611 | $1 | $29,007 |
| 2 Preliminary Design | $7,682,941 | $7,618,962 | $7,530,215 | $5,035,267 | $7,618,629 |
| 3 Final Design | $13,207,403 | $19,518,123 | $19,317,993 | $14,162,355 | $19,514,905 |
| 4 Implementation | $190,547,619 | $211,417,148 | $174,628,454 | $222,140,691 | $201,961,609 |
| 5 Closeout | $488,868 | $4,430,135 | $276,175 | $482,627 | $3,054,627 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$211,955,000** | **$243,012,979** | **$201,781,448** | **$241,820,942** | **$232,178,777** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($29,006) | $0 | ($396) | ($28,610) |
| 2 Preliminary Design | ($2,583,362) | $0 | $332 | ($2,583,694) |
| 3 Final Design | ($5,352,550) | $0 | $3,218 | ($5,355,768) |
| 4 Implementation | $20,179,082 | $1,192,036 | $9,455,539 | $11,915,579 |
| 5 Closeout | ($2,572,000) | $0 | $1,375,508 | ($3,947,508) |
| 6 Acquisition | $1 | $0 | $0 | $1 |
| **Total** | **$9,642,165** | **$1,192,036** | **$10,834,201** | **$0** |

**NARRATIVES** DES FMD Child/Fam Justice Ctr 1117106

## Current Scope

Children and Family Justice Center - Redevelopment of the existing 9.1 acre Youth Services Center site to include a 137,000 sf courthouse, 98,000 detention facility and parking garage for the new Children and Family Justice Center.

## 1. PROJECT SCOPE

Children and Family Justice Center - Redevelopment of the existing 9.1 acre Youth Services Center site to include a 137,000 sf courthouse, 98,000 detention facility and parking garage for the new Children and Family Justice Center.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD Child/Fam Justice Ctr 1117106

## 3. PROJECT JUSTIFICATION

The goal of this project is to apply a public health lens to the design of the detention facility to ensure that the facility aligns with best-practices in trauma-informed design and provides a normative environment for detained youth. Changes include the introduction of body scanners (to eliminate strip and search practices), the removal of door pass-throughs to create a more normative environment, the addition of chalkboard paint in the sleeping rooms to support self-expression, and anti-ligature modifications to prevent opportunities for self-harm to the greatest extent possible.

This project responds to the architectural goals included in Dr. Eric Trupin's report on the Children and Family Justice Center titled "Working to Reduce the Use of Secure Confinement: A Review of King County's Children and Family Justice Center". Dr. Trupin, prepared this report at the request of County Executive. The report includes recommendations for changes to programming and the architectural design of the facility. The King County Council approved the report in December of 2017, as Ordinance 18636, and the report's recommendations were adopted as the policy of King County. The Executive's Office reviewed the CFJC facility in 2018 and recommended the modifications included in this project.

## 4. PROJECT BENEFITS/OUTCOMES

These modifications result in significant operational and environmental benefits. The introduction of body scanners creates a more trauma-informed process by eliminating the need to strip and search youth when they are detained. Anti-ligature modifications to the combination sink/toilet units within sleeping rooms create a safer environment for youth who may be considering self-harm. Reprogramming the combination sink/toilet units will provide youth with additional control over their own sink/toilet fixture. In addition, the change to the color scheme and the provision of chalkboard paint provides youth with an environment that is less institutional in appearance and also allows for self-expression.

## 5. BUDGET REQUEST BASIS

This project includes a series of modifications to the secure detention facility at the CFJC intended to support a public health approach to detention. Changes include the introduction of body scanners (to eliminate strip and search practices), anti-ligature modifications to prevent opportunities for self-harm to the greatest extent possible, and revised paint schemes including the provision of chalkboard paint to create a more normative environment. This project includes both design and implementation costs. The $1.2 million requested appropriation will fund the design and implementation of necessary juvenile detention modifications. Projected spending includes design costs, construction materials, and installation costs. The requested budget is required to fund these modifications. The modifications will be complete in 2021.

## 6. FUNDING AND REVENUE DISCUSSION

Revenue is expected from the future surplus property sales to fund this request.

## 7. OPERATING BUDGET AND OTHER IMPACTS

This project is not expected to impact the operating budget.

## 8. PROJECT STATUS

The project is expected to be in the Implementation phase in January 2021.

## 9. ALTERNATIVES ANALYSIS

A number of alternative design modifications were considered and ultimately not pursued as they were found to be: cost prohibitive; unable to be accomplished in a timely manner; or they presented ongoing maintenance challenges. Alternatives considered included "rendering" or applying sheetrock over all of the concrete masonry block and installing wood floors in place of the resilient floors in the detention housing units. The project team selected modifications that would support desired operational changes (such as the body scanners) and those that provided significant aesthetic value (such as repainting the housing units and including chalkboard paint).

**NARRATIVES** DES FMD Child/Fam Justice Ctr 1117106

## 10. OTHER AGENCY INVOLVEMENT

Executive's Office: provided direction on desired modifications.
Department of Adult and Juvenile Detention, Juvenile Division: assisted in prioritizing modifications that would have the greatest impact on facility operations and appearance.

## 11. ART ELIGIBILITY

No - not needed per PSB

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

ESJ Goal - Facility and System Improvements – The juvenile legal system disproportionately impacts youth of color. The changes included in this project respond to some of the objectives outlined by impacted communities, as reflected in the Trupin Report. The outcome of the modifications is the provision of a facility that allows for more supportive practices by employees (such as the use of body scanners) and reduces the stress that detention can induce through the introduction of more normative color schemes.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

The CFJC project is seeking LEED Gold certification. All materials used in the detention modifications are in accordance with LEED requirements.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD OPD TRANSITION 1120507

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1 | $16,373 | $0 | $0 | $16,374 |
| **2 Preliminary Design** | $1 | $10,155 | $0 | $0 | $10,156 |
| **3 Final Design** | $1 | $8,587 | $0 | $0 | $8,588 |
| **4 Implementation** | $44,995 | ($34,914) | $0 | $0 | $10,081 |
| **5 Closeout** | $1 | ($1) | $0 | $0 | $0 |
| **6 Acquisition** | $1 | ($1) | $0 | $0 | $0 |
| **Total Budget** | **$45,000** | **$199** | **$0** | **$0** | **$45,199** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $199 | $0 | $0 | $199 |
| **Total Revenue** | **$199** | **$0** | **$0** | **$199** |

### EXPENSE DES FMD OPD TRANSITION 1120507

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $16,374 | $0 | $0 | $0 | $0 | $16,374 |
| **2 Prelim Design** | $10,156 | $0 | $0 | $0 | $0 | $10,156 |
| **3 Final Design** | $8,588 | $0 | $0 | $0 | $0 | $8,588 |
| **4 Implementation** | $10,081 | $0 | $0 | $0 | $0 | $10,081 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$45,199** | **$0** | **$0** | **$0** | **$0** | **$45,199** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $16,374 | $1 | $16,374 |
| 2 Preliminary Design | $0 | $0 | $10,156 | $1 | $10,156 |
| 3 Final Design | $0 | $0 | $8,588 | $1 | $8,588 |
| 4 Implementation | $0 | $0 | $10,081 | $44,995 | $10,081 |
| 5 Closeout | $0 | $0 | $0 | $1 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$0** | **$45,199** | **$45,000** | **$45,199** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($16,373) | $16,373 | $0 | $0 |
| 2 Preliminary Design | ($10,155) | $10,155 | $0 | $0 |
| 3 Final Design | ($8,587) | $8,587 | $0 | $0 |
| 4 Implementation | $34,914 | ($34,914) | $0 | $0 |
| 5 Closeout | $1 | ($1) | $0 | $0 |
| 6 Acquisition | $1 | ($1) | $0 | $0 |
| **Total** | **($199)** | **$199** | **$0** | **$0** |

## NARRATIVES

DES FMD OPD TRANSITION 1120507

### Current Scope

The DPD space planning project has been completed.

### 1. PROJECT SCOPE

The DPD space planning project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

Fund Balance

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD OPD TRANSITION 1120507

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD OPD PLANNING 1120508

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1 | $51,981 | $0 | $0 | $51,982 |
| **2 Preliminary Design** | $1 | $20,439 | $0 | $0 | $20,440 |
| **3 Final Design** | $40,000 | ($34,665) | $0 | $0 | $5,335 |
| **4 Implementation** | $25,966 | ($25,689) | $0 | $0 | $277 |
| **5 Closeout** | $1 | ($1) | $0 | $0 | $0 |
| **6 Acquisition** | $1 | ($1) | $0 | $0 | $0 |
| **Total Budget** | **$65,970** | **$12,064** | **$0** | **$0** | **$78,034** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | $12,064 | $0 | $0 | $12,064 |
| **Total Revenue** | **$12,064** | **$0** | **$0** | **$12,064** |

### EXPENSE DES FMD OPD PLANNING 1120508

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $51,982 | $0 | $0 | $0 | $0 | $51,982 |
| **2 Prelim Design** | $20,440 | $0 | $0 | $0 | $0 | $20,440 |
| **3 Final Design** | $5,335 | $0 | $0 | $0 | $0 | $5,335 |
| **4 Implementation** | $277 | $0 | $0 | $0 | $0 | $277 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$78,034** | **$0** | **$0** | **$0** | **$0** | **$78,034** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $51,982 | $1 | $51,982 |
| 2 Preliminary Design | $0 | $0 | $20,440 | $1 | $20,440 |
| 3 Final Design | $0 | $0 | $5,335 | $40,000 | $5,335 |
| 4 Implementation | $0 | $0 | $277 | $25,966 | $277 |
| 5 Closeout | $0 | $0 | $0 | $1 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $1 | $0 |
| **Total** | **$0** | **$0** | **$78,034** | **$65,970** | **$78,034** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($51,981) | $51,981 | $0 | $0 |
| 2 Preliminary Design | ($20,439) | $20,439 | $0 | $0 |
| 3 Final Design | $34,665 | ($34,665) | $0 | $0 |
| 4 Implementation | $25,689 | ($25,689) | $0 | $0 |
| 5 Closeout | $1 | ($1) | $0 | $0 |
| 6 Acquisition | $1 | ($1) | $0 | $0 |
| **Total** | **($12,064)** | **$12,064** | **$0** | **$0** |

## NARRATIVES

DES FMD OPD PLANNING 1120508

### Current Scope

The project to plan the move of the Department of Public Defense staff to the Dexter Horton Building has been completed.

### 1. PROJECT SCOPE

The project to plan the move of the Department of Public Defense staff to the Dexter Horton Building has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General Fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD OPD PLANNING 1120508

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD PRELIM PLAN & DESIGN FOR RELOCATIONS (Quick Response Contingency) (DES FMD PRELIM PLAN & DESIGN) 1121771

Master Project

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | DES FMD PRELIM PLAN & DESIGN |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $75,000 | $100,000 | $4,000,000 | $4,000,000 | $8,175,000 |
| **2 Preliminary Design** | $90,000 | $0 | $0 | $0 | $90,000 |
| **3 Final Design** | $60,000 | $0 | $0 | $0 | $60,000 |
| **4 Implementation** | $100,000 | $150,000 | $0 | $0 | $250,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $2,619,974 | $0 | $0 | $0 | $2,619,974 |
| **Total Budget** | **$2,944,974** | **$250,000** | **$4,000,000** | **$4,000,000** | **$11,194,974** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | $250,000 | $4,000,000 | $4,000,000 | $8,250,000 |
| **Total Revenue** | **$250,000** | **$4,000,000** | **$4,000,000** | **$8,250,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD PRELIM PLAN & DESIGN 1121771

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $63,043 | $0 | $100,000 | $0 | $0 | $163,043 |
| 2 Prelim Design | $23,073 | $0 | $0 | $0 | $0 | $23,073 |
| 3 Final Design | $17,561 | $0 | $0 | $0 | $0 | $17,561 |
| 4 Implementation | $29,142 | $0 | $150,000 | $0 | $0 | $179,142 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $2,521,247 | $0 | $0 | $0 | $0 | $2,521,247 |
| **Total Expense** | **$2,654,066** | **$0** | **$250,000** | **$0** | **$0** | **$2,904,066** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $63,043 | $75,000 | $63,043 |
| 2 Preliminary Design | $0 | $0 | $29,136 | $90,000 | $23,073 |
| 3 Final Design | $0 | $0 | $17,561 | $60,000 | $17,561 |
| 4 Implementation | $0 | $0 | $29,142 | $100,000 | $29,142 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $2,521,247 | $2,619,974 | $2,521,247 |
| **Total** | **$0** | **$0** | **$2,660,129** | **$2,944,974** | **$2,654,066** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $11,957 | $100,000 | $100,000 | $11,957 |
| 2 Preliminary Design | $66,927 | $0 | $0 | $66,927 |
| 3 Final Design | $42,439 | $0 | $0 | $42,439 |
| 4 Implementation | $70,858 | $150,000 | $150,000 | $70,858 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $98,727 | $0 | $0 | $98,727 |
| **Total** | **$290,908** | **$250,000** | **$250,000** | **$290,908** |

**NARRATIVES** DES FMD PRELIM PLAN & DESIGN 1121771

## Current Scope

This project provides the budget flexibility to address planning and preliminary design needs for projects not anticipated during the biennial budget process while requiring immediate action prior to inclusion in the omnibus supplemental budget ordinance process. Once this planning and preliminary design phase is complete using this project budget, then the full project is proposed by the Executive and adopted by the Council. The full project budget including the construction phase typically reimburses this project. And in biennia after 2021-2022 a budget planning level amount is budgeted in this fund until the known projects are identified in the following biennial budget process.

## 1. PROJECT SCOPE

This project provides the budget flexibility to address planning and preliminary design needs for projects not anticipated during the biennial budget process while requiring immediate action prior to inclusion in the omnibus supplemental budget ordinance process. Once this planning and preliminary design phase is complete using this project budget, then the full project is proposed by the Executive and adopted by the Council. The full project budget including the construction phase typically reimburses this project. And in biennia after 2021-2022 a budget planning level amount is budgeted in this fund until the known projects are identified in the following biennial budget process.

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD PRELIM PLAN & DESIGN 1121771

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The budget proposal for 2021-2022 is to cover unexpected needs during the 2021-2022 biennium an.d placeholder planning level amounts in the following two biennia.

## 6. FUNDING AND REVENUE DISCUSSION

General Fund

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

# Capital Appropriation Proposal



**NARRATIVES** DES FMD PRELIM PLAN & DESIGN 1121771

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MRJC SPACE EFFIC 1123605

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $12,098 | $0 | $0 | $12,098 |
| **2 Preliminary Design** | $50,000 | ($39,892) | $0 | $0 | $10,108 |
| **3 Final Design** | $122,117 | $17,113 | $0 | $0 | $139,230 |
| **4 Implementation** | $756,316 | ($7,542) | $0 | $0 | $748,774 |
| **5 Closeout** | $7,719 | $18,500 | $0 | $0 | $26,219 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$936,152** | **$277** | **$0** | **$0** | **$936,429** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $277 | $0 | $0 | $277 |
| **Total Revenue** | **$277** | **$0** | **$0** | **$277** |

### EXPENSE DES FMD MRJC SPACE EFFIC 1123605

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $12,098 | $0 | $0 | $0 | $0 | $12,098 |
| **2 Prelim Design** | $10,108 | $0 | $0 | $0 | $0 | $10,108 |
| **3 Final Design** | $139,230 | $0 | $0 | $0 | $0 | $139,230 |
| **4 Implementation** | $748,774 | $0 | $0 | $0 | $0 | $748,774 |
| **5 Closeout** | $26,219 | $0 | $0 | $0 | $0 | $26,219 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$936,429** | **$0** | **$0** | **$0** | **$0** | **$936,429** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $12,098 | $0 | $12,098 |
| 2 Preliminary Design | $0 | $0 | $10,108 | $50,000 | $10,108 |
| 3 Final Design | $0 | $0 | $139,230 | $122,117 | $139,230 |
| 4 Implementation | $0 | $0 | $748,774 | $756,316 | $748,774 |
| 5 Closeout | $0 | $0 | $26,219 | $7,719 | $26,219 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$936,429** | **$936,152** | **$936,429** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($12,098) | $12,098 | $0 | $0 |
| 2 Preliminary Design | $39,892 | ($39,892) | $0 | $0 |
| 3 Final Design | ($17,113) | $17,113 | $0 | $0 |
| 4 Implementation | $7,542 | ($7,542) | $0 | $0 |
| 5 Closeout | ($18,500) | $18,500 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($277)** | **$277** | **$0** | **$0** |

## NARRATIVES

DES FMD MRJC SPACE EFFIC 1123605

### Current Scope

The project to evaluate space utilization options at the MRJC and implement priority reallocations has been completed.

### 1. PROJECT SCOPE

The project to evaluate space utilization options at the MRJC and implement priority reallocations has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

Fund Balance

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MRJC SPACE EFFIC 1123605

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD CNK MECHANICAL HVAC REPAIRS (DES FMD CNK MECH HVAC RPRSDES) 1123609

Master Project, TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | DES FMD CNK MECH HVAC RPRSDES |
| **Substantial Completion** | 06/29/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $4,678 | ($4,250) | $0 | $0 | $428 |
| **2 Preliminary Design** | $5,072 | ($4,439) | $0 | $0 | $633 |
| **3 Final Design** | $23,138 | ($7,501) | $0 | $0 | $15,637 |
| **4 Implementation** | $326,470 | $39,617 | $0 | $0 | $366,087 |
| **5 Closeout** | $9,656 | ($1,784) | $0 | $0 | $7,872 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$369,014** | **$21,643** | **$0** | **$0** | **$390,657** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | $21,643 | $0 | $0 | $21,643 |
| **Total Revenue** | **$21,643** | **$0** | **$0** | **$21,643** |

### EXPENSE DES FMD CNK MECH HVAC RPRSDES 1123609

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $428 | $0 | $0 | $0 | $0 | $428 |
| **2 Prelim Design** | $633 | $0 | $0 | $0 | $0 | $633 |
| **3 Final Design** | $15,637 | $0 | $0 | $0 | $0 | $15,637 |
| **4 Implementation** | $366,087 | $0 | $0 | $0 | $0 | $366,087 |
| **5 Closeout** | $7,872 | $0 | $0 | $0 | $0 | $7,872 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$390,657** | **$0** | **$0** | **$0** | **$0** | **$390,657** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $428 | $4,678 | $428 |
| 2 Preliminary Design | $0 | $0 | $633 | $5,072 | $633 |
| 3 Final Design | $0 | $0 | $15,637 | $23,138 | $15,637 |
| 4 Implementation | $0 | $0 | $366,087 | $326,470 | $366,087 |
| 5 Closeout | $0 | $0 | $7,872 | $9,656 | $7,872 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$390,657** | **$369,014** | **$390,657** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $4,250 | ($4,250) | $0 | $0 |
| 2 Preliminary Design | $4,439 | ($4,439) | $0 | $0 |
| 3 Final Design | $7,501 | ($7,501) | $0 | $0 |
| 4 Implementation | ($39,617) | $39,617 | $0 | $0 |
| 5 Closeout | $1,784 | ($1,784) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($21,643)** | **$21,643** | **$0** | **$0** |

## NARRATIVES

DES FMD CNK MECH HVAC RPRSDES 1123609

### Current Scope

The Chinook Building mechanical systems and HVAC repair project has been completed.

### 1. PROJECT SCOPE

The Chinook Building mechanical systems and HVAC repair project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General Fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD CNK MECH HVAC RPRSDES 1123609

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD BELLEVUE DC RELOCATION 1124146

Master Project, TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | DES FMD BELLEVUE DC RELOCATION |
| **Substantial Completion** | 06/29/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $277,078 | ($275,359) | $0 | $0 | $1,719 |
| **2 Preliminary Design** | $8,422 | ($7,803) | $0 | $0 | $619 |
| **3 Final Design** | $43,199 | $70,553 | $0 | $0 | $113,752 |
| **4 Implementation** | $314,286 | $224,211 | $0 | $0 | $538,497 |
| **5 Closeout** | $4,925 | $53,958 | $0 | $0 | $58,883 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$647,910** | **$65,560** | **$0** | **$0** | **$713,470** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | $65,560 | $0 | $0 | $65,560 |
| **Total Revenue** | **$65,560** | **$0** | **$0** | **$65,560** |

### EXPENSE DES FMD BELLEVUE DC RELOCATION 1124146

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,719 | $0 | $0 | $0 | $0 | $1,719 |
| **2 Prelim Design** | $619 | $0 | $0 | $0 | $0 | $619 |
| **3 Final Design** | $113,752 | $0 | $0 | $0 | $0 | $113,752 |
| **4 Implementation** | $538,497 | $0 | $0 | $0 | $0 | $538,497 |
| **5 Closeout** | $58,883 | $0 | $0 | $0 | $0 | $58,883 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$713,470** | **$0** | **$0** | **$0** | **$0** | **$713,470** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,719 | $277,078 | $1,719 |
| 2 Preliminary Design | $0 | $0 | $619 | $8,422 | $619 |
| 3 Final Design | $0 | $0 | $113,752 | $43,199 | $113,752 |
| 4 Implementation | $0 | $0 | $538,497 | $314,286 | $538,497 |
| 5 Closeout | $0 | $0 | $58,883 | $4,925 | $58,883 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$713,470** | **$647,910** | **$713,470** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $275,359 | ($275,359) | $0 | $0 |
| 2 Preliminary Design | $7,803 | ($7,803) | $0 | $0 |
| 3 Final Design | ($70,553) | $70,553 | $0 | $0 |
| 4 Implementation | ($224,211) | $224,211 | $0 | $0 |
| 5 Closeout | ($53,958) | $53,958 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($65,560)** | **$65,560** | **$0** | **$0** |

## NARRATIVES

DES FMD BELLEVUE DC RELOCATION 1124146

### Current Scope

The project to relocate the Bellevue District Court has been completed.

### 1. PROJECT SCOPE

The project to relocate the Bellevue District Court has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General Fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD BELLEVUE DC RELOCATION 1124146

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD YESLER BRIDGE UTILITIES RELOCATION (DES FMD YESLER BR UTIL RELOC) 1125015

Baseline Required, TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | 401 5th Ave, Seattle 98104: Yesler Bridge Near Yesler Building --- 400 Yesler Way, Seattle WA 98104 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $13,300 | $5,441 | $0 | $0 | $18,741 |
| **2 Preliminary Design** | $85,507 | ($69,402) | $0 | $0 | $16,105 |
| **3 Final Design** | $379,514 | ($148,901) | $0 | $0 | $230,613 |
| **4 Implementation** | $1,506,803 | ($400,766) | $0 | $0 | $1,106,037 |
| **5 Closeout** | $18,424 | ($11,393) | $0 | $0 | $7,031 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$2,003,548** | **($625,021)** | **$0** | **$0** | **$1,378,527** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | ($625,021) | $0 | $0 | ($625,021) |
| **Total Revenue** | **($625,021)** | **$0** | **$0** | **($625,021)** |

### EXPENSE DES FMD YESLER BR UTIL RELOC 1125015

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $18,741 | $0 | $0 | $0 | $0 | $18,741 |
| **2 Prelim Design** | $16,105 | $0 | $0 | $0 | $0 | $16,105 |
| **3 Final Design** | $230,613 | $0 | $0 | $0 | $0 | $230,613 |
| **4 Implementation** | $1,106,037 | $0 | $0 | $0 | $0 | $1,106,037 |
| **5 Closeout** | $7,031 | $0 | $0 | $0 | $0 | $7,031 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,378,527** | **$0** | **$0** | **$0** | **$0** | **$1,378,527** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $16,349 | $0 | $18,741 | $13,300 | $18,741 |
| 2 Preliminary Design | $8,611 | $0 | $16,105 | $85,507 | $16,105 |
| 3 Final Design | $129,656 | $0 | $230,613 | $379,514 | $230,613 |
| 4 Implementation | $1,845,255 | $0 | $1,106,037 | $1,506,803 | $1,106,037 |
| 5 Closeout | $3,677 | $0 | $7,031 | $18,424 | $7,031 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$2,003,548** | **$0** | **$1,378,527** | **$2,003,548** | **$1,378,527** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($5,441) | $5,441 | $0 | $0 |
| 2 Preliminary Design | $69,402 | ($69,402) | $0 | $0 |
| 3 Final Design | $148,901 | ($148,901) | $0 | $0 |
| 4 Implementation | $400,766 | ($400,766) | $0 | $0 |
| 5 Closeout | $11,393 | ($11,393) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$625,021** | **($625,021)** | **$0** | **$0** |

## NARRATIVES

DES FMD YESLER BR UTIL RELOC 1125015

### Current Scope

The project to move KCIT infrastructure to accommodate the rehabilitation of the Yesler Bridge has been completed.

### 1. PROJECT SCOPE

The project to move KCIT infrastructure to accommodate the rehabilitation of the Yesler Bridge has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General Fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD YESLER BR UTIL RELOC 1125015

**8. PROJECT STATUS**

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD MRJC SOLAR ENERGY 1129041

TA, Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 5 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/09/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $20,586 | $0 | $0 | $20,586 |
| **2 Preliminary Design** | $0 | $76,125 | $0 | $0 | $76,125 |
| **3 Final Design** | $0 | ($94,130) | $0 | $0 | ($94,130) |
| **4 Implementation** | $792,871 | $0 | $0 | $0 | $792,871 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$792,871** | **$2,581** | **$0** | **$0** | **$795,452** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **30800 - BUDGETED FUND BALANCE** | $2,581 | $0 | $0 | $2,581 |
| **Total Revenue** | **$2,581** | **$0** | **$0** | **$2,581** |

### EXPENSE DES FMD MRJC SOLAR ENERGY 1129041

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $20,586 | $0 | $0 | $0 | $0 | $20,586 |
| **3 Final Design** | $76,125 | $0 | $0 | $0 | $0 | $76,125 |
| **4 Implementation** | $698,741 | $0 | $0 | $0 | $0 | $698,741 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$795,453** | **$0** | **$0** | **$0** | **$0** | **$795,453** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $20,586 | $0 | $20,586 |
| 3 Final Design | $0 | $0 | $76,125 | $0 | $76,125 |
| 4 Implementation | $0 | $0 | $698,741 | $792,871 | $698,741 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$795,452** | **$792,871** | **$795,452** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $20,586 | $0 | $20,586 |
| 2 Preliminary Design | ($20,586) | $76,125 | $0 | $55,539 |
| 3 Final Design | ($76,125) | ($94,130) | $0 | ($170,255) |
| 4 Implementation | $94,130 | $0 | $0 | $94,130 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($2,581)** | **$2,581** | **$0** | **$0** |

## NARRATIVES

DES FMD MRJC SOLAR ENERGY 1129041

### Current Scope

The project to install solar panels at the MRJC has been completed.

### 1. PROJECT SCOPE

The project to install solar panels at the MRJC has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

Fund Balance

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD MRJC SOLAR ENERGY 1129041

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD ITA COURTROOM- second reconfiguration (DES FMD ITA COURTROOM2) 1129340

Master Project, TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | DES FMD ITA COURTROOM2 |
| **Substantial Completion** | 06/29/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $1,946 | ($1,272) | $0 | $0 | $674 |
| **2 Preliminary Design** | $7,273 | $24,099 | $0 | $0 | $31,372 |
| **3 Final Design** | $42,833 | $73 | $0 | $0 | $42,906 |
| **4 Implementation** | $385,165 | $54,472 | $0 | $0 | $439,637 |
| **5 Closeout** | $57,415 | ($55,392) | $0 | $0 | $2,023 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$494,632** | **$21,980** | **$0** | **$0** | **$516,612** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | $21,980 | $0 | $0 | $21,980 |
| **Total Revenue** | **$21,980** | **$0** | **$0** | **$21,980** |

### EXPENSE DES FMD ITA COURTROOM2 1129340

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $674 | $0 | $0 | $0 | $0 | $674 |
| **2 Prelim Design** | $31,372 | $0 | $0 | $0 | $0 | $31,372 |
| **3 Final Design** | $42,906 | $0 | $0 | $0 | $0 | $42,906 |
| **4 Implementation** | $439,637 | $0 | $0 | $0 | $0 | $439,637 |
| **5 Closeout** | $2,023 | $0 | $0 | $0 | $0 | $2,023 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$516,612** | **$0** | **$0** | **$0** | **$0** | **$516,612** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $674 | $1,946 | $674 |
| 2 Preliminary Design | $0 | $0 | $31,372 | $7,273 | $31,372 |
| 3 Final Design | $0 | $0 | $42,906 | $42,833 | $42,906 |
| 4 Implementation | $0 | $0 | $439,637 | $385,165 | $439,637 |
| 5 Closeout | $0 | $0 | $2,023 | $57,415 | $2,023 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$516,612** | **$494,632** | **$516,612** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1,272 | ($1,272) | $0 | $0 |
| 2 Preliminary Design | ($24,099) | $24,099 | $0 | $0 |
| 3 Final Design | ($73) | $73 | $0 | $0 |
| 4 Implementation | ($54,472) | $54,472 | $0 | $0 |
| 5 Closeout | $55,392 | ($55,392) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($21,980)** | **$21,980** | **$0** | **$0** |

## NARRATIVES

DES FMD ITA COURTROOM2 1129340

### Current Scope

The project to improve space configuration at the ITA court and to install a courtroom is complete.

### 1. PROJECT SCOPE

The project to improve space configuration at the ITA court and to install a courtroom is complete.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD ITA COURTROOM2 1129340

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD PH COLUMBIA DENTAL CLINIC FACILITY REPAIR AND UPGRADES (DES FMD PH COLUMBIA DENTAL CLI) 1129759

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 2, 8 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | Columbia Public Health Dental |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $5,443 | ($5,443) | $0 | $0 | $0 |
| **2 Preliminary Design** | $7,091 | $18,205 | $0 | $0 | $25,296 |
| **3 Final Design** | $45,941 | ($45,941) | $0 | $0 | $0 |
| **4 Implementation** | $307,535 | ($243,740) | $0 | $0 | $63,795 |
| **5 Closeout** | $6,276 | ($6,276) | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$372,286** | **($283,195)** | **$0** | **$0** | **$89,091** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | ($283,195) | $0 | $0 | ($283,195) |
| **Total Revenue** | **($283,195)** | **$0** | **$0** | **($283,195)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD PH COLUMBIA DENTAL CLI 1129759

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $25,296 | $0 | $0 | $0 | $0 | $25,296 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $63,795 | $0 | $0 | $0 | $0 | $63,795 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$89,091** | **$0** | **$0** | **$0** | **$0** | **$89,091** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $5,443 | $0 |
| 2 Preliminary Design | $0 | $0 | $25,296 | $7,091 | $25,296 |
| 3 Final Design | $0 | $0 | $0 | $45,941 | $0 |
| 4 Implementation | $0 | $0 | $63,795 | $307,535 | $63,795 |
| 5 Closeout | $0 | $0 | $0 | $6,276 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$89,091** | **$372,286** | **$89,091** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $5,443 | ($5,443) | $0 | $0 |
| 2 Preliminary Design | ($18,205) | $18,205 | $0 | $0 |
| 3 Final Design | $45,941 | ($45,941) | $0 | $0 |
| 4 Implementation | $243,740 | ($243,740) | $0 | $0 |
| 5 Closeout | $6,276 | ($6,276) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$283,195** | **($283,195)** | **$0** | **$0** |

**NARRATIVES** DES FMD PH COLUMBIA DENTAL CLI 1129759

## Current Scope

The project work at the Columbia Public Health Dental facility has been completed.

## 1. PROJECT SCOPE

The project work at the Columbia Public Health Dental facility has been completed.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD PH COLUMBIA DENTAL CLI 1129759

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

## 6. FUNDING AND REVENUE DISCUSSION

General Fund

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD BR&R PH NORTH SEATTLE DENTAL CLINIC TI'S (DES FMD PH NORTH DENTAL CLINIC) 1129760

TA, Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 1 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/1930 |
| **Location** | Public Health North Dental Clinic |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $5,443 | $3,087 | $0 | $0 | $8,530 |
| **2 Preliminary Design** | $7,090 | $11,897 | $0 | $0 | $18,987 |
| **3 Final Design** | $44,120 | ($40,480) | $0 | $0 | $3,640 |
| **4 Implementation** | $311,832 | ($221,472) | $0 | $0 | $90,360 |
| **5 Closeout** | $8,086 | $69,658 | $0 | $0 | $77,744 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$376,571** | **($177,310)** | **$0** | **$0** | **$199,261** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | ($177,310) | $0 | $0 | ($177,310) |
| **Total Revenue** | **($177,310)** | **$0** | **$0** | **($177,310)** |

### EXPENSE DES FMD PH NORTH DENTAL CLINIC 1129760

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $8,530 | $0 | $0 | $0 | $0 | $8,530 |
| **2 Prelim Design** | $18,987 | $0 | $0 | $0 | $0 | $18,987 |
| **3 Final Design** | $3,640 | $0 | $0 | $0 | $0 | $3,640 |
| **4 Implementation** | $90,360 | $0 | $0 | $0 | $0 | $90,360 |
| **5 Closeout** | $77,744 | $0 | $0 | $0 | $0 | $77,744 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$199,262** | **$0** | **$0** | **$0** | **$0** | **$199,262** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $8,530 | $5,443 | $8,530 |
| 2 Preliminary Design | $0 | $0 | $18,987 | $7,090 | $18,987 |
| 3 Final Design | $0 | $0 | $3,640 | $44,120 | $3,640 |
| 4 Implementation | $0 | $0 | $90,360 | $311,832 | $90,360 |
| 5 Closeout | $0 | $0 | $77,744 | $8,086 | $77,744 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$199,261** | **$376,571** | **$199,261** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | ($3,087) | $3,087 | $0 | $0 |
| 2 Preliminary Design | ($11,897) | $11,897 | $0 | $0 |
| 3 Final Design | $40,480 | ($40,480) | $0 | $0 |
| 4 Implementation | $221,472 | ($221,472) | $0 | $0 |
| 5 Closeout | ($69,658) | $69,658 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$177,310** | **($177,310)** | **$0** | **$0** |

## NARRATIVES

DES FMD PH NORTH DENTAL CLINIC 1129760

### Current Scope

The tenant improvement project at the North Dental Clinic has been completed.

### 1. PROJECT SCOPE

The tenant improvement project at the North Dental Clinic has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD PH NORTH DENTAL CLINIC 1129760

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD BULLET PROOF GLASS 1129769

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | 516-3rd Ave, Seattle 98104: King County Courthouse |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $3,663 | ($3,663) | $0 | $0 | $0 |
| **2 Preliminary Design** | $7,588 | ($38) | $0 | $0 | $7,550 |
| **3 Final Design** | $34,694 | ($10,909) | $0 | $0 | $23,785 |
| **4 Implementation** | $173,116 | $2,393 | $0 | $0 | $175,509 |
| **5 Closeout** | $4,115 | $1,146 | $0 | $0 | $5,261 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$223,176** | **($11,071)** | **$0** | **$0** | **$212,105** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | ($11,071) | $0 | $0 | ($11,071) |
| **Total Revenue** | **($11,071)** | **$0** | **$0** | **($11,071)** |

### EXPENSE DES FMD BULLET PROOF GLASS 1129769

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $7,550 | $0 | $0 | $0 | $0 | $7,550 |
| **3 Final Design** | $23,785 | $0 | $0 | $0 | $0 | $23,785 |
| **4 Implementation** | $175,509 | $0 | $0 | $0 | $0 | $175,509 |
| **5 Closeout** | $5,261 | $0 | $0 | $0 | $0 | $5,261 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$212,105** | **$0** | **$0** | **$0** | **$0** | **$212,105** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $3,663 | $0 |
| 2 Preliminary Design | $0 | $0 | $7,550 | $7,588 | $7,550 |
| 3 Final Design | $0 | $0 | $23,785 | $34,694 | $23,785 |
| 4 Implementation | $0 | $0 | $175,509 | $173,116 | $175,509 |
| 5 Closeout | $0 | $0 | $5,261 | $4,115 | $5,261 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$212,105** | **$223,176** | **$212,105** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $3,663 | ($3,663) | $0 | $0 |
| 2 Preliminary Design | $38 | ($38) | $0 | $0 |
| 3 Final Design | $10,909 | ($10,909) | $0 | $0 |
| 4 Implementation | ($2,393) | $2,393 | $0 | $0 |
| 5 Closeout | ($1,146) | $1,146 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$11,071** | **($11,071)** | **$0** | **$0** |

## NARRATIVES

DES FMD BULLET PROOF GLASS 1129769

### Current Scope

Installation of bullet proof glass in the Courthouse has been completed.

### 1. PROJECT SCOPE

Installation of bullet proof glass in the Courthouse has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General Fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

**NARRATIVES** DES FMD BULLET PROOF GLASS 1129769

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD GENDER NEUTRAL RESTRMS 1129781

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | MRJC Courthouse, King Street Center, Admin. Bldg. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $4,000 | ($3,003) | $0 | $0 | $997 |
| **2 Preliminary Design** | $1,000 | $647 | $0 | $0 | $1,647 |
| **3 Final Design** | $5,000 | ($1,732) | $0 | $0 | $3,268 |
| **4 Implementation** | $55,000 | ($45,717) | $0 | $0 | $9,283 |
| **5 Closeout** | $1,000 | ($1,000) | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$66,000** | **($50,805)** | **$0** | **$0** | **$15,195** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | ($50,805) | $0 | $0 | ($50,805) |
| **Total Revenue** | **($50,805)** | **$0** | **$0** | **($50,805)** |

### EXPENSE DES FMD GENDER NEUTRAL RESTRMS 1129781

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $997 | $0 | $0 | $0 | $0 | $997 |
| **2 Prelim Design** | $1,647 | $0 | $0 | $0 | $0 | $1,647 |
| **3 Final Design** | $3,268 | $0 | $0 | $0 | $0 | $3,268 |
| **4 Implementation** | $9,283 | $0 | $0 | $0 | $0 | $9,283 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$15,195** | **$0** | **$0** | **$0** | **$0** | **$15,195** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $997 | $4,000 | $997 |
| 2 Preliminary Design | $0 | $0 | $1,647 | $1,000 | $1,647 |
| 3 Final Design | $0 | $0 | $3,268 | $5,000 | $3,268 |
| 4 Implementation | $0 | $0 | $9,283 | $55,000 | $9,283 |
| 5 Closeout | $0 | $0 | $0 | $1,000 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$15,195** | **$66,000** | **$15,195** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $3,003 | ($3,003) | $0 | $0 |
| 2 Preliminary Design | ($647) | $647 | $0 | $0 |
| 3 Final Design | $1,732 | ($1,732) | $0 | $0 |
| 4 Implementation | $45,717 | ($45,717) | $0 | $0 |
| 5 Closeout | $1,000 | ($1,000) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$50,805** | **($50,805)** | **$0** | **$0** |

## NARRATIVES

DES FMD GENDER NEUTRAL RESTRMS 1129781

### Current Scope

The gender neutral bathroom conversions have been completed.

### 1. PROJECT SCOPE

The gender neutral bathroom conversions have been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General Fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD GENDER NEUTRAL RESTRMS 1129781

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD WELLNESS ROOM 1129783

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | MRJC Courthouse and KC Courthouse |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $5,000 | ($3,567) | $0 | $0 | $1,433 |
| **2 Preliminary Design** | $500 | $3,312 | $0 | $0 | $3,812 |
| **3 Final Design** | $1,000 | $3,185 | $0 | $0 | $4,185 |
| **4 Implementation** | $61,567 | ($25,198) | $0 | $0 | $36,369 |
| **5 Closeout** | $1,000 | ($568) | $0 | $0 | $432 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$69,067** | **($22,836)** | **$0** | **$0** | **$46,231** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | ($22,836) | $0 | $0 | ($22,836) |
| **Total Revenue** | **($22,836)** | **$0** | **$0** | **($22,836)** |

### EXPENSE DES FMD WELLNESS ROOM 1129783

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,433 | $0 | $0 | $0 | $0 | $1,433 |
| **2 Prelim Design** | $3,812 | $0 | $0 | $0 | $0 | $3,812 |
| **3 Final Design** | $4,185 | $0 | $0 | $0 | $0 | $4,185 |
| **4 Implementation** | $36,369 | $0 | $0 | $0 | $0 | $36,369 |
| **5 Closeout** | $432 | $0 | $0 | $0 | $0 | $432 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$46,232** | **$0** | **$0** | **$0** | **$0** | **$46,232** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,433 | $5,000 | $1,433 |
| 2 Preliminary Design | $0 | $0 | $3,812 | $500 | $3,812 |
| 3 Final Design | $0 | $0 | $4,185 | $1,000 | $4,185 |
| 4 Implementation | $0 | $0 | $36,369 | $61,567 | $36,369 |
| 5 Closeout | $0 | $0 | $432 | $1,000 | $432 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$46,231** | **$69,067** | **$46,231** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $3,567 | ($3,567) | $0 | $0 |
| 2 Preliminary Design | ($3,312) | $3,312 | $0 | $0 |
| 3 Final Design | ($3,185) | $3,185 | $0 | $0 |
| 4 Implementation | $25,198 | ($25,198) | $0 | $0 |
| 5 Closeout | $568 | ($568) | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$22,836** | **($22,836)** | **$0** | **$0** |

## NARRATIVES

DES FMD WELLNESS ROOM 1129783

### Current Scope

The wellness room project has been completed.

### 1. PROJECT SCOPE

The wellness room project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD WELLNESS ROOM 1129783

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD CIVIC CAMPUS PLANNING 1130313

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | 516 3rd Ave., Seattle 98104: Downtown Seattle civic campus area. |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 12/31/22 | $687,232 | $1,499,653 | $0 | $0 | $2,186,885 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,972,130 | $0 | $0 | $0 | $2,972,130 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$3,659,362** | **$1,499,653** | **$0** | **$0** | **$5,159,015** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39512 - SALE OF LAND** | $1,499,653 | $0 | $0 | $1,499,653 |
| **Total Revenue** | **$1,499,653** | **$0** | **$0** | **$1,499,653** |

### EXPENSE DES FMD CIVIC CAMPUS PLANNING 1130313

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,357,492 | $150,000 | $3,651,523 | $0 | $0 | $5,159,015 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $0 | $0 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$1,357,492** | **$150,000** | **$3,651,523** | **$0** | **$0** | **$5,159,015** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $5,159,015 | $1,723,601 | $687,232 | $1,507,492 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $0 | $2,972,130 | $0 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$5,159,015** | **$1,723,601** | **$3,659,362** | **$1,507,492** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| **1 Planning** | ($820,260) | $1,499,653 | $3,651,523 | ($2,972,130) |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 |
| **4 Implementation** | $2,972,130 | $0 | $0 | $2,972,130 |
| **5 Closeout** | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 |
| **Total** | **$2,151,870** | **$1,499,653** | **$3,651,523** | **$0** |

## NARRATIVES

DES FMD CIVIC CAMPUS PLANNING 1130313

### Current Scope

Civic Campus Planning - The project will implement the early phases of the Civic Campus Plan. Key tasks to include:
1.) Project Initiation: a.) assemble project team, b.) select consultant(s), c.) develop vision, guiding principles, concepts and goals; d.) engage stakeholders and community; and e.) create project charter and project management plan,
2.) Facility Needs Analysis: a.) identify operational and space needs by agency, b.) identify campus-wide operational and space needs by agency, and c.) create facility needs analysis report, and
3.) form a Project Steering Committee with members from the separately elected offices, the County Council, Executive, DAJD, and other departments/agencies.

### 1. PROJECT SCOPE

Civic Campus Planning - The project will implement the early phases of the Civic Campus Plan. Key tasks to include:
1.) Project Initiation: a.) assemble project team, b.) select consultant(s), c.) develop vision, guiding principles, concepts and goals; d.) engage stakeholders and community; and e.) create project charter and project management plan,
2.) Facility Needs Analysis: a.) identify operational and space needs by agency, b.) identify campus-wide operational and space needs by agency, and c.) create facility needs analysis report, and
3.) form a Project Steering Committee with members from the separately elected offices, the County Council, Executive, DAJD, and other departments/agencies.

### 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD CIVIC CAMPUS PLANNING 1130313

## 3. PROJECT JUSTIFICATION

The then properties that the King County owns in the downtown core are economically underutilized and several of the buildings are beyond their useful life and are in need of major and costly repairs.
The strategic Master Plan for the downtown civic campus will provide a roadmap for how to the County should address the needs of the future.

## 4. PROJECT BENEFITS/OUTCOMES

A strategic plan that will outline a financially sound and socially responsible Master Plan for future development of King County real estate assets in downtown Seattle.

## 5. BUDGET REQUEST BASIS

This project will continue the Master Planning for the Civic Campus Plan by confirming Programming requirements, including emerging spatial and operational guidance from the Covid-19 pandemic, incorporating emerging changes in how social justice impact future programming of facilities for the judicial, law enforcement and detention, in addition to exploring and confirming rezoning options with the City of Seattle. The requested appropriation will support the continued development and refinement of the Civic Campus Master Plan. Projected spending includes fully burdened staff time and the design consultant team.

## 6. FUNDING AND REVENUE DISCUSSION

Sale Proceeds - South Lake Union Property

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

The Project will continue to be in the planning phase in Jan. 2021, when a Draft of the Civic Campus Master Plan will have been presented for review by the Executive and Council. Due to the Covid 19 pandemic the project goals of completing a comprehensive Equity and Social Justice outreach has been postponed until after the pandemic. This funding request is to develop and refine programming for each agency and department; address the operational and programming changes resulting from Covid 19 and recent social justice movements, as well as discuss rezoning proposals with the City of Seattle.

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

# Capital Appropriation Proposal



**NARRATIVES** DES FMD CIVIC CAMPUS PLANNING 1130313

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD KCCH JURY ROOM RESTROOMS (DES FMD KCCH JURY ROOM RESTROM) 1132351

TA, Green Building Reporting

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | N/A |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $2,777 | ($1,007) | $0 | $0 | $1,770 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $34,671 | ($3,067) | $0 | $0 | $31,604 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$37,448** | **($4,074)** | **$0** | **$0** | **$33,374** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | ($4,074) | $0 | $0 | ($4,074) |
| **Total Revenue** | **($4,074)** | **$0** | **$0** | **($4,074)** |

### EXPENSE DES FMD KCCH JURY ROOM RESTROM 1132351

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $1,770 | $0 | $0 | $0 | $0 | $1,770 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $31,604 | $0 | $0 | $0 | $0 | $31,604 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$33,374** | **$0** | **$0** | **$0** | **$0** | **$33,374** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,770 | $2,777 | $1,770 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $31,604 | $34,671 | $31,604 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$33,374** | **$37,448** | **$33,374** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $1,007 | ($1,007) | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $3,067 | ($3,067) | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$4,074** | **($4,074)** | **$0** | **$0** |

## NARRATIVES

DES FMD KCCH JURY ROOM RESTROM 1132351

### Current Scope

The KCCH jury room restroom project has been completed.

### 1. PROJECT SCOPE

The KCCH jury room restroom project has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General Fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD KCCH JURY ROOM RESTROM 1132351

**9. ALTERNATIVES ANALYSIS**

**10. OTHER AGENCY INVOLVEMENT**

**11. ART ELIGIBILITY**

**12. EQUITY AND SOCIAL JUSTICE IMPACT**

**13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT**

**14. OTHER CONSIDERATIONS (OPTIONAL)**

**ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY**

**15. STRATEGIC IT PLAN ALIGNMENT**

**16. PROJECT COMPLEXITY**

**17. CAPACITY TO IMPLEMENT THE PROJECT**

**18. PROJECT RISKS**

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD BRR KCSO PHOTO BAL RELOCATION TO THE NEW AFIS LAB (DES FMD KCSO PHOTO LAB RELOCAT) 1132363

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/29/2020 |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $412,000 | $11,196 | $0 | $0 | $423,196 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$412,000** | **$11,196** | **$0** | **$0** | **$423,196** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | $11,196 | $0 | $0 | $11,196 |
| **Total Revenue** | **$11,196** | **$0** | **$0** | **$11,196** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD KCSO PHOTO LAB RELOCAT 1132363

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $420,963 | $2,233 | $0 | $0 | $0 | $423,197 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$420,963** | **$2,233** | **$0** | **$0** | **$0** | **$423,197** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $423,196 | $412,000 | $423,197 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$423,196** | **$412,000** | **$423,197** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | ($11,197) | $11,196 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **($11,197)** | **$11,196** | **$0** | **$0** |

**NARRATIVES** DES FMD KCSO PHOTO LAB RELOCAT 1132363

## Current Scope

The KCSO photo lab relocation project to the Blackriver Building has been completed.

## 1. PROJECT SCOPE

The KCSO photo lab relocation project to the Blackriver Building has been completed.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD KCSO PHOTO LAB RELOCAT 1132363

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

## 6. FUNDING AND REVENUE DISCUSSION

General Fund

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD DEPT. OF THE PUBLIC DEFENDER KENT EXPANSION (DES FMD DPD KENT EXPANSION) 1133778

TA

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 5 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/09/2020 |
| **Location** | 124 4th Ave S Kent, WA 98032 |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $26,411 | ($21,849) | $0 | $0 | $4,562 |
| **2 Preliminary Design** | $24,185 | ($18,489) | $0 | $0 | $5,696 |
| **3 Final Design** | $85,799 | ($60,093) | $0 | $0 | $25,706 |
| **4 Implementation** | $618,272 | $339,953 | $0 | $0 | $958,225 |
| **5 Closeout** | $186,103 | ($176,796) | $0 | $0 | $9,307 |
| **6 Acquisition** | $5,000 | ($5,000) | $0 | $0 | $0 |
| **Total Budget** | **$945,770** | **$57,726** | **$0** | **$0** | **$1,003,496** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39780 - CONTRIB CURRENT EXPENSE** | $57,726 | $0 | $0 | $57,726 |
| **Total Revenue** | **$57,726** | **$0** | **$0** | **$57,726** |

### EXPENSE DES FMD DPD KENT EXPANSION 1133778

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $4,562 | $0 | $0 | $0 | $0 | $4,562 |
| **2 Prelim Design** | $5,696 | $0 | $0 | $0 | $0 | $5,696 |
| **3 Final Design** | $25,706 | $9,391 | $0 | $0 | $0 | $35,097 |
| **4 Implementation** | $948,834 | $0 | $0 | $0 | $0 | $948,834 |
| **5 Closeout** | $9,307 | $0 | $0 | $0 | $0 | $9,307 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$994,104** | **$9,391** | **$0** | **$0** | **$0** | **$1,003,495** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $4,562 | $26,411 | $4,562 |
| 2 Preliminary Design | $0 | $0 | $5,696 | $24,185 | $5,696 |
| 3 Final Design | $0 | $0 | $25,706 | $85,799 | $35,097 |
| 4 Implementation | $0 | $0 | $957,528 | $618,272 | $948,834 |
| 5 Closeout | $0 | $0 | $10,042 | $186,103 | $9,307 |
| 6 Acquisition | $0 | $0 | $0 | $5,000 | $0 |
| **Total** | **$0** | **$0** | **$1,003,534** | **$945,770** | **$1,003,496** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $21,849 | ($21,849) | $0 | $0 |
| 2 Preliminary Design | $18,489 | ($18,489) | $0 | $0 |
| 3 Final Design | $50,702 | ($60,093) | $0 | ($9,391) |
| 4 Implementation | ($330,562) | $339,953 | $0 | $9,391 |
| 5 Closeout | $176,796 | ($176,796) | $0 | $0 |
| 6 Acquisition | $5,000 | ($5,000) | $0 | $0 |
| **Total** | **($57,726)** | **$57,726** | **$0** | **$0** |

## NARRATIVES

DES FMD DPD KENT EXPANSION 1133778

### Current Scope

The project to increase the capacity for the Department of Public Defense near the MRJC in Kent has been completed.

### 1. PROJECT SCOPE

The project to increase the capacity for the Department of Public Defense near the MRJC in Kent has been completed.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

The project has been completed and the remaining budget is adjusted to close the project.

### 6. FUNDING AND REVENUE DISCUSSION

General Fund

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD DPD KENT EXPANSION 1133778

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD PUBLIC HEALTH DOWNTOWN SEATTLE DENTAL (DES FMD PH DOWNTOWN DENTAL) 1135008

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | |
| **Location** | |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 07/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $700,000 | ($520,000) | $0 | $0 | $180,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$700,000** | **($520,000)** | **$0** | **$0** | **$180,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $0 | $0 | $0 | $0 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39726 - CONTRIB PUBLIC HEALTH** | ($250,000) | $0 | $0 | ($250,000) |
| **39780 - CONTRIB CURRENT EXPENSE** | ($270,000) | $0 | $0 | ($270,000) |
| **Total Revenue** | **($520,000)** | **$0** | **$0** | **($520,000)** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD PH DOWNTOWN DENTAL 1135008

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 | $0 |
| 2 Prelim Design | $15,571 | $0 | $0 | $0 | $0 | $15,571 |
| 3 Final Design | $98,671 | $0 | $0 | $0 | $0 | $98,671 |
| 4 Implementation | $22,160 | $0 | $0 | $0 | $0 | $22,160 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$136,402** | **$0** | **$0** | **$0** | **$0** | **$136,402** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 07/2020 | ITD Budget thru 07/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $15,571 | $0 | $15,571 |
| 3 Final Design | $0 | $0 | $135,813 | $0 | $98,671 |
| 4 Implementation | $0 | $0 | $22,160 | $700,000 | $22,160 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$173,544** | **$700,000** | **$136,402** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | ($15,571) | $0 | $0 | ($15,571) |
| 3 Final Design | ($98,671) | $0 | $0 | ($98,671) |
| 4 Implementation | $677,840 | ($520,000) | $0 | $157,840 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$563,598** | **($520,000)** | **$0** | **$43,598** |

**NARRATIVES** DES FMD PH DOWNTOWN DENTAL 1135008

## Current Scope

The scope of the Downtown Public Health Clinic has been changed, re-estimated and proposed in a separate project in the 2021-2022. This project is replaced by the revised Downtown Public Health Clinic.

## 1. PROJECT SCOPE

The scope of the Downtown Public Health Clinic has been changed, re-estimated and proposed in a separate project in the 2021-2022. This project is replaced by the revised Downtown Public Health Clinic.

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD PH DOWNTOWN DENTAL 1135008

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

This project is proposed for cancellation to reallocate revenue backing for a new project scope in the 2021-2022 biennium for the Downtown Public Health Clinic.

## 6. FUNDING AND REVENUE DISCUSSION

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD DPD MOVE TO JEFF BLDG 1139524

Art Eligible

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/30/2021 |
| **Location** | 1401 East Jefferson ST., Seattle 98122: Downtown Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 05/01/20 - 05/31/20 | $0 | $14,363 | $0 | $0 | $14,363 |
| **2 Preliminary Design** 06/01/20 - 07/31/20 | $0 | $69,768 | $0 | $0 | $69,768 |
| **3 Final Design** 08/01/20 - 11/30/20 | $0 | $318,299 | $0 | $0 | $318,299 |
| **4 Implementation** 12/01/20 - 06/30/21 | $0 | $2,508,927 | $0 | $0 | $2,508,927 |
| **5 Closeout** 07/01/21 - 10/01/21 | $0 | $33,982 | $0 | $0 | $33,982 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$2,945,339** | **$0** | **$0** | **$2,945,339** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $29,454 | $0 | $0 | $29,454 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39113 - GENERAL OBLIGATION BONDS** | $2,534,176 | $0 | $0 | $2,534,176 |
| **39780 - CONTRIB CURRENT EXPENSE** | $411,163 | $0 | $0 | $411,163 |
| **Total Revenue** | **$2,945,339** | **$0** | **$0** | **$2,945,339** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD DPD MOVE TO JEFF BLDG 1139524

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $14,363 | $0 | $0 | $14,363 |
| 2 Prelim Design | $0 | $0 | $69,768 | $0 | $0 | $69,768 |
| 3 Final Design | $0 | $0 | $318,299 | $0 | $0 | $318,299 |
| 4 Implementation | $0 | $0 | $2,508,927 | $0 | $0 | $2,508,927 |
| 5 Closeout | $0 | $0 | $33,982 | $0 | $0 | $33,982 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$2,945,339** | **$0** | **$0** | **$2,945,339** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $14,363 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $69,768 | $0 | $0 | $0 |
| 3 Final Design | $0 | $318,299 | $0 | $0 | $0 |
| 4 Implementation | $0 | $3,706,544 | $0 | $0 | $0 |
| 5 Closeout | $0 | $33,982 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$4,142,956** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $14,363 | $14,363 | $0 |
| 2 Preliminary Design | $0 | $69,768 | $69,768 | $0 |
| 3 Final Design | $0 | $318,299 | $318,299 | $0 |
| 4 Implementation | $0 | $2,508,927 | $2,508,927 | $0 |
| 5 Closeout | $0 | $33,982 | $33,982 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$2,945,339** | **$2,945,339** | **$0** |

**NARRATIVES** DES FMD DPD MOVE TO JEFF BLDG 1139524

## Current Scope

The Department of Public Defense (DPD) Consolidation included 3 phases: Dexter Horton for services at the King County Courthouse, Kent Valley for the Maleng Regional Justice Center, and Jefferson Building for the Child and Family Justice Center (CFJC). This is part of the third phase of the Department of Public Defense Consolidation to serve the CFJC. This project will program, design and construct tenant improvements to house one division of the Department of Public Defense providing services to the new CFJC within leased space

## 1. PROJECT SCOPE

The Department of Public Defense (DPD) Consolidation included 3 phases: Dexter Horton for services at the King County Courthouse, Kent Valley for the Maleng Regional Justice Center, and Jefferson Building for the Child and Family Justice Center (CFJC). This is part of the third phase of the Department of Public Defense Consolidation to serve the CFJC. This project will program, design and construct tenant improvements to house one division of the Department of Public Defense providing services to the new CFJC within leased space

# Capital Appropriation Proposal



**NARRATIVES** DES FMD DPD MOVE TO JEFF BLDG 1139524

## 2. PROGRAMMATIC PROJECT DISCUSSION

## 3. PROJECT JUSTIFICATION

This project is required for DPD to adequately staff and provide legal counsel and representation to youth and families at the Child and Family Justice Center

## 4. PROJECT BENEFITS/OUTCOMES

## 5. BUDGET REQUEST BASIS

This budget request is tied to the opening of the courts at the CFJC in the spring of 2021. This request will pay for all phases of the project management, tenant improvements, and relocation of staff. The basis of the budgetary estimate is on construction cost per square foot, number of staff, and data costs per square foot.

## 6. FUNDING AND REVENUE DISCUSSION

GENERAL FUND

## 7. OPERATING BUDGET AND OTHER IMPACTS

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

The current leased space in the Jefferson Building has its lease term ending in 2024 with options to renew for 1-5 years. Alternatives Analysis was completed prior to executing this long term lease in 2014

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

N/A

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Through its provision of public defense services, DPD plays a significant role in issues of equity and social justice. The department provides services to indigent clients, a disproportionate number of whom are people of color or people for whom English is not their first language. DPD's clients are often homeless; some struggle with mental illnesses; all of them are among the region's most disenfranchised. DPD is working with partners in the criminal justice system to address practices and policies that enhance this disproportionality and promote policies that could improve and strengthen the lives of our clients. The department is also looking for ways to provide better access to equity and social justice by ensuring their clients get their legal needs met well, efficiently, and effectively.
This project will have a direct positive impact on DPD's efforts in this regard. Providing immediate remedy to the divisions' lack of proper facilities within walking distance from the Child and Family Justice Center will provide many of our clients with easier access to their public defenders who are working with them on their cases.

**NARRATIVES** DES FMD DPD MOVE TO JEFF BLDG 1139524

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project is incorporating the following SCAP elements: Energy Strategy A.11: This requirement is included in the lease language:
Energy Strategy A.8: technologies to be avoided;
Energy Strategy A.9: purchase of Energy Star Appliances;
Green Building Strategy A: achieve Sustainable Infrastructure Scorecard Platinum level;
implement the Green Building Priority Action to reduce water use by retrofitting water saving flushometers and lavatories;
Green Building Priority Action: increase C&D diversion rate: maximizing reuse of materials and recycling;
Consumption and Materials Management to minimize usage of resources/building materials;
require contractors and consultants to use recycled and other environmentally preferable products.
The design of this project will take environmental sustainability as one of its top priorities and will align with LEED for Commercial Interiors– including energy efficiency, sustainable or reused materials and products, indoor air quality, waste diversion, and employee well-being. Since this project is located in leased space it is not currently subject to Green Building reporting.

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal



## DES FMD DOWNTOWN PH BUPE PRGM 1139525

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 4 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | STANDALONE |
| **Substantial Completion** | 06/30/2021 |
| **Location** | 2124 4th Ave., seattle 98121: Downtown Seattle |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** 01/01/21 - 01/31/21 | $0 | $1,706 | $0 | $0 | $1,706 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** 02/01/21 - 03/31/21 | $0 | $28,558 | $0 | $0 | $28,558 |
| **4 Implementation** 04/01/21 - 06/30/21 | $0 | $886,686 | $0 | $0 | $886,686 |
| **5 Closeout** 07/01/21 - 09/30/21 | $0 | $1,705 | $0 | $0 | $1,705 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$918,655** | **$0** | **$0** | **$918,655** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $9,766 | $0 | $0 | $9,766 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **39726 - CONTRIB PUBLIC HEALTH** | $250,000 | $0 | $0 | $250,000 |
| **39780 - CONTRIB CURRENT EXPENSE** | $668,655 | $0 | $0 | $668,655 |
| **Total Revenue** | **$918,655** | **$0** | **$0** | **$918,655** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**EXPENSE** DES FMD DOWNTOWN PH BUPE PRGM 1139525

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $1,706 | $0 | $0 | $1,706 |
| 2 Prelim Design | $0 | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $28,558 | $0 | $0 | $28,558 |
| 4 Implementation | $0 | $0 | $886,686 | $0 | $0 | $886,686 |
| 5 Closeout | $0 | $0 | $1,705 | $0 | $0 | $1,705 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$918,655** | **$0** | **$0** | **$918,655** |

**BUDGET ANALYSIS**

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $1,706 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $28,558 | $0 | $0 | $0 |
| 4 Implementation | $0 | $366,686 | $0 | $0 | $0 |
| 5 Closeout | $0 | $1,705 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$398,655** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $1,706 | $1,706 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $28,558 | $28,558 | $0 |
| 4 Implementation | $0 | $886,686 | $886,686 | $0 |
| 5 Closeout | $0 | $1,705 | $1,705 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$918,655** | **$918,655** | **$0** |

**NARRATIVES** DES FMD DOWNTOWN PH BUPE PRGM 1139525

## Current Scope

Downtown Public Health – This project is to complete the space improvements requirements for the BUPE (Buprenorphine) Program on the 4th floor of the building.

## 1. PROJECT SCOPE

Downtown Public Health – This project is to complete the space improvements requirements for the BUPE (Buprenorphine) Program on the 4th floor of the building.

## 2. PROGRAMMATIC PROJECT DISCUSSION

# Capital Appropriation Proposal



**NARRATIVES** DES FMD DOWNTOWN PH BUPE PRGM 1139525

## 3. PROJECT JUSTIFICATION

This project was identified in the Facilities Management Division, Facility Condition database as deficient or beyond its useful life. All deficiencies were ranked by a formula including building importance and condition, system importance and scheduled replacement factors. This problem rated in the top 10% of 1700 building deficiencies. This project will mitigate system failure or life safety risks in this building. Linkages: This project supports adopted Real Estate Asset Management Plan by keeping the facility operational and the MMRF mandate to maintain King County's real estate assets in Good Condition (FCI score below 10%).

The project is necessary and essential to provide a functioning clinical area that serves downtown public communities.

## 4. PROJECT BENEFITS/OUTCOMES

This project contributes to implementation of the BRR program, by correcting and identifying deficiencies, also updating the current conditions of building assets and improving the Facility Condition Index of the building.

## 5. BUDGET REQUEST BASIS

This budget is requested to complete an important clinical area on the 4th floor. The BUPE expansion program has high priority to the public health program. The budget was determined by the fully developed construction documentation.

## 6. FUNDING AND REVENUE DISCUSSION

GENERAL FUND

## 7. OPERATING BUDGET AND OTHER IMPACTS

Improving of building systems or repair of major deficiencies will likely improve/reduce operating and maintenance costs, but it is difficult to quantify at this stage of the project development.

## 8. PROJECT STATUS

NEW

## 9. ALTERNATIVES ANALYSIS

The only other alternative is to defer this project. This alternative will maintain the deficient space issue, risk of system failure, and likely increase the cost in the future. Because this budget improves an important program that serves public communities, this project is proposed to avert interruption of the Tenant agency's operations.

## 10. OTHER AGENCY INVOLVEMENT

Internal Agencies; include DES/FMD with minor coordination with Tenant agency.
External Agencies; Include Building and Fire or other jurisdictions having authority in KC facilities.

## 11. ART ELIGIBILITY

Not eligible as the project is a maintenance or minor rehabilitation project noted in 3) above.

# Capital Appropriation Proposal



**NARRATIVES** DES FMD DOWNTOWN PH BUPE PRGM 1139525

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

Major repairs to an existing building system is not expected to have an impact on the underserved communities. Ensuring the existing building remains operational will allow tenant agencies to continue to provide services to all demographics.

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

The BUPE expansion program is aligning with the vision of City of Seattle and getting supports from the City.

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

## 15. STRATEGIC IT PLAN ALIGNMENT

## 16. PROJECT COMPLEXITY

## 17. CAPACITY TO IMPLEMENT THE PROJECT

## 18. PROJECT RISKS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## DES FMD TELECOMMUTE CONSOLIDTN 1139528

| | |
|---|---|
| **Department** | EXECUTIVE SERVICES |
| **Council District(s)** | 8 |
| **Fund** | 3951 BLDG REPAIR/REPL SUBFUND |
| **Class Code** | DES FMD PRELIM PLAN & DESIGN |
| **Substantial Completion** | |
| **Location** | 501 4th Ave. , Seattle 98104: KING COUNTY ADMINISTRATION BUILDING |
| **Cap Status** | Approved |

### BUDGET (Appropriation)

| Capital Phase | ITD Budget thru 06/2020 | FY21-22 | FY23-24 | FY25-26 | Total Budget |
|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 |
| **2 Preliminary Design** | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $9,000,000 | $0 | $0 | $9,000,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 |
| **Total Budget** | **$0** | **$9,000,000** | **$0** | **$0** | **$9,000,000** |

| ART | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Art Budget |
|---|---|---|---|---|
| Art | $90,000 | $0 | $0 | $90,000 |

### REVENUE

| Account | FY21-22 | FY23-24 | FY25-26 | Total 6-Year Revenue |
|---|---|---|---|---|
| **34193 - FMD STREAMLINE RATES** | $9,000,000 | $0 | $0 | $9,000,000 |
| **Total Revenue** | **$9,000,000** | **$0** | **$0** | **$9,000,000** |

### EXPENSE DES FMD TELECOMMUTE CONSOLIDTN 1139528

| Capital Phase | ITD Actuals thru 12/2019 | 2020 Projected YE | FY 21-22 | FY 23-24 | FY 25-26 | Total Expense |
|---|---|---|---|---|---|---|
| **1 Planning** | $0 | $0 | $0 | $0 | $0 | $0 |
| **2 Prelim Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **3 Final Design** | $0 | $0 | $0 | $0 | $0 | $0 |
| **4 Implementation** | $0 | $0 | $9,000,000 | $0 | $0 | $9,000,000 |
| **5 Closeout** | $0 | $0 | $0 | $0 | $0 | $0 |
| **6 Acquisition** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Expense** | **$0** | **$0** | **$9,000,000** | **$0** | **$0** | **$9,000,000** |

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

## BUDGET ANALYSIS

| Capital Phase | Baseline | Estimate At Completion | ITD Actuals thru 06/2020 | ITD Budget thru 06/2020 | ITD Actuals thru 12/2019 + 2020 Projected YE |
|---|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $0 | $0 | $0 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$0** | **$0** | **$0** | **$0** |

| Capital Phase | 2021 Starting Balance | 2021-2022 Budget Request | 2021-2022 Expense | 2022 Ending Balance |
|---|---|---|---|---|
| 1 Planning | $0 | $0 | $0 | $0 |
| 2 Preliminary Design | $0 | $0 | $0 | $0 |
| 3 Final Design | $0 | $0 | $0 | $0 |
| 4 Implementation | $0 | $9,000,000 | $9,000,000 | $0 |
| 5 Closeout | $0 | $0 | $0 | $0 |
| 6 Acquisition | $0 | $0 | $0 | $0 |
| **Total** | **$0** | **$9,000,000** | **$9,000,000** | **$0** |

## NARRATIVES

DES FMD TELECOMMUTE CONSOLIDTN 1139528

### Current Scope

Consolidation of the office space to reduce costs and shutdown the KC Administration building and the Yesler building.

### 1. PROJECT SCOPE

Consolidation of the office space to reduce costs and shutdown the KC Administration building and the Yesler building.

### 2. PROGRAMMATIC PROJECT DISCUSSION

### 3. PROJECT JUSTIFICATION

### 4. PROJECT BENEFITS/OUTCOMES

### 5. BUDGET REQUEST BASIS

Proposed to reduce costs as King County responds to a drop in economy.

### 6. FUNDING AND REVENUE DISCUSSION

### 7. OPERATING BUDGET AND OTHER IMPACTS

### 8. PROJECT STATUS

# Capital Appropriation Proposal

Budget: 2021-2022 Biennial, Scenario: Executive Proposed, Agency: All, Fund: All, Project: All, Cap Status:Approved, Is IT Proj? Both Yes and No

**NARRATIVES** DES FMD TELECOMMUTE CONSOLIDTN 1139528

## 9. ALTERNATIVES ANALYSIS

## 10. OTHER AGENCY INVOLVEMENT

## 11. ART ELIGIBILITY

## 12. EQUITY AND SOCIAL JUSTICE IMPACT

## 13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

## 14. OTHER CONSIDERATIONS (OPTIONAL)

## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

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